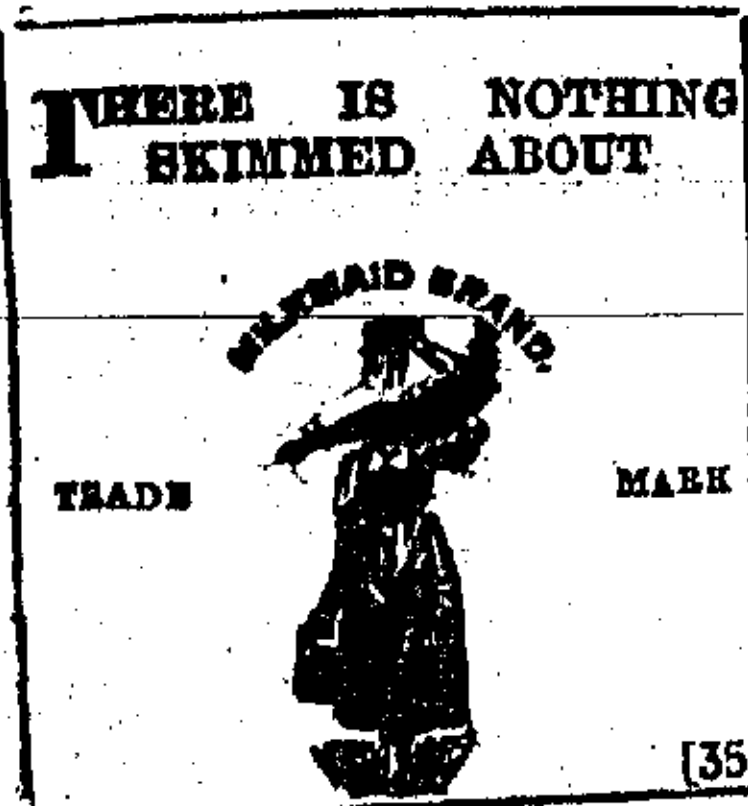




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Y 11.50	Mukden (S.M.R. Train) ...Lv.	11.00 "	"	"
	" " " " "Lv.	10.25 "	"	"
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H. HAYNES,
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Hongkong, 1st September, 1910. [a39]

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Kowloon, 12th September, 1912. [a535]

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MARRIAGE.

On 1st November, at St. John's Cathedral, Hongkong, by the Rev. H. Copley Moyle, M.A., Nora Wilson, youngest daughter of the late Rev. Dr. Wilson, of Glasgow, to Lewis C. Parker Rees, Principal Land Surveyor of the Public Works Department, Hongkong.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C. LONDON OFFICE: 281, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 2ND, 1912.

Writing before the actual declaration of war in the Balkans, the military correspondent of *The Times* indulged in some interesting speculations on the possibilities of the situation which war would create. He pointed out that the Turkish army was practically intact, for it had found no opportunity of intervening in the war against Italy. She had at her disposal, "were her resources equal to her military pretensions," not less than 1,200,000 men. Of these, he said, she should be able to align 500,000 men in European Turkey, after a certain delay, with not less than 1,000 guns, if she can horse them. On the other hand, the four allies—Bulgaria, Serbia, Greece and Montenegro—have not, all told, as many fighting men as Turkey, "but for prompt operations in Europe their strength is superior to that of Turkey and they should have a marked numerical superiority in artillery." But the *Times* expert was evidently of opinion that victory would lie with the Turks. Their fighting qualities, he wrote, are universally admired, and Turkey is a military Empire capable of great things. He further pointed out that a central and united Power acting

against allies has always advantages which must not be under-estimated, least of all in this case when allies, if united against Turkey, are far from united in their designs if they succeed in war. Yet in spite of the many advantages which these considerations should give to Turkey, we find her hopelessly routed in practically every fight in which her armies have so far engaged. Her strategy has followed "the natural course" which the *Times* expert indicated. The Turks massed their main force on the line Mustafa Pasha-Adrianople-Kirk Kilesse, to meet the Bulgarians eastward of the Rhodope Mountains in order to bring on a decisive engagement, at the same time holding off Serbia and Greece with detachments and risking everything to bring about the defeat of the principal enemy. This has been the Turkish plan, but it has signally failed. The news from the seat of war has been practically one unbroken series of victories for the Balkan States acting individually. There has been no battle so far in which they have combined, though the telegrams have told us that the Serbians and Montenegrins have now joined hands. The latest telegrams indicate that the decisive battle on which the Turkish Commander-in-Chief was relying with confidence that the result would be a grand success for Turkish arms, has ended disastrously for the Sultan's main army. If that be so, Constantinople must lie within the grasp of the Bulgarian forces. "Almost all experts who have visited Bulgaria," the *Times* writer says, "speak in high terms of the Bulgarian Army, which in organisation, armament and spirit appears to be formidable." Events have confirmed the correctness of the estimate, while they have also shown either that the fighting qualities of the Turkish Army have degenerated to an extent quite unsuspected by foreign military experts, or that the Army administration is deplorably incompetent. Whatever may be the explanation of the defeats which the Turks have suffered at the hands of the allies, the Turkish Government apparently has come to recognise that further resistance is hopeless, and is, therefore, considering terms of peace. And now the real danger of the outbreak in the Balkans has to be faced. We can only hope that the concert of the Powers is harmonious, and that they all are in complete agreement upon the broad outlines of the final settlement. It has all along been recognised that Austria-Hungary has been the dominant military factor in Balkan problems, and it is assumed that she is likely to shape events to her will. A settlement would have been much easier to arrange had the Turks gained the victory in the big battle which has just been fought, but if the Bulgarian success has been as complete as the meagre dispatches yet to hand indicate, we may be sure that the Balkan allies will demand to have a strong voice in the settlement. They have in fact already intimated that they will not consent to the restoration of the status quo, nor will they wait in the ante-chamber while the Powers are settling affairs.

The German mail of the 3rd October was delivered in London on the 31st October.

Dr. and Mrs. J. H. Sanders returned from Home on Thursday by the P. & O. steamer *Nile*.

General Sir Ian Hamilton is expected to land at Blake Pier about 10 o'clock this morning.

Colonel Cody has agreed to attempt a flight to India on the biplane which won the Government prize.

The Penang Choral Society, like the Hongkong Philharmonic Society, is practising "Merrie England."

The first service of the season for children and friends in the Peak Church will be conducted to-morrow at 3 o'clock by Rev. C. H. Hickling.

The dates of the practice dances for the St. Andrew's Ball have been altered to Thursday, 14th inst., Wednesday, 20th inst., Wednesday, 27th inst.

On Wednesday a burglary was committed in the shop at 174, Des Vaux Road, and articles to the value of \$30 stolen. Entrance was effected by lifting the door out of the socket.

Mr. Justice Gompertz intimated at the Summary Court yesterday that there would be a special Criminal Session probably on Monday in connection with the affair on the *Minnesota*.

At the Supreme Court yesterday some amusement was created by Mr. Russ asking for a case to be restored to the list on the ground that it had been reported that the defendant was dead and that the man who reported his death was the defendant himself.

H.M.S. *Newcastle* left for Singapore, en route to Colombo, last evening.

The flags at the United States Consulate and at the Pacific Mail S.S. Co.'s offices are flying at half-mast owing to the death of Vice-President Sherman.

A marriage has been arranged, and will take place early in November, between Haines Brechard Ede, only son of Mr. Nathaniel Joseph Ede, of Oakhurst, Netley Abbey, Hants, and formerly of Hongkong, and Edna Elise Chaldecott Sharp, only daughter of Mr. and Mrs. Charles James Sharp, of Southampton.

At the Magistracy yesterday two men were charged with being in unlawful possession of lottery tickets. The first defendant was also charged with offering a bribe of \$30 to a revenue officer. The case was remanded, bail being fixed in the case of the first defendant at \$1,000 and in the case of the second at \$50.

We are asked to remind our readers of the *al fresco* fête which takes place to-morrow night on the compound of the R. C. Cathedral in aid of the funds of the Society of St. Vincent de Paul. H.E. The Governor has promised to be present. The public should not miss this opportunity of affording help to a well-deserving charitable institution. The band of the K.O.Y.L.I. will be in attendance from 9 to 11 p.m.

To-night the special attraction at the Bijou is a fine spectacular drama called "The Last Performance" or "The Platform of Death." Miss Gladys Porter is again delighting her many admirers, and Miss Delfie Connor's fine voice has already sung this little lady into the hearts of her audiences. Indeed, the whole show goes with the vim Bijou audiences have learned to expect from Mr. Stephenson's management.

The Ferris-Hartman Theatrical Company, whose visit to Hongkong extends over a week, gives as its initial performance to-night "One Night Off." The plot concerns "Mrs. Ponderbury's past," and the piece is one which has delighted audiences in other Eastern cities. On Monday night another very pleasing play will be submitted, viz., "The Campus." The Company are reputed to be of high all-round excellence, and all are on a general level of ability.

General Sir Ian Hamilton, who is due to arrive in Hongkong to-day, was last in the Far East during the Russo-Japanese war, and in connection with the dramatic death of General Nogi the English papers quote the following from Sir Ian's book entitled "A Staff Officer's Scrapbook":—"The more I see of the Commander of the Third Army the more he impresses me. He is, I feel sure, a man of great nobility of character, endowed with a philosophic heroism which penetrates through the mild dignity of his manners and appearance. He seems utterly simple and unspoiled by success. Although the date of his birth places him amongst the warriors of the old school, yet he has never spared time or labour in his efforts to keep himself abreast of the times. He has read a very large proportion of modern standard military works. If I were a Japanese I would venerate Nogi. Happy is the army which possesses such a general, and fortunate the nation."

CRAIGENGOWER C. C. ANNUAL MEETING.

Yesterday the annual meeting of the Craigengower Cricket Club was held at the Club Pavilion, the President (Mr. W. D. Braidwood) presiding over a good muster of members. The Hon. Secretary (Mr. R. Basa) presented the annual report, which stated that from

the cricketing point of view the season was a very successful one, the team winning the Shield for the third time since its inauguration. Mr. L. A. Rose headed the batting averages with 20.7, scoring his win for the Bellis Challenge Cup. Mr. H. H. Taylor was again first in bowling with an average of 8.1. In the Tennis League Competition they did very poorly, their position at the end of the season being not far from the bottom. The membership on the roll was 93.

Mr. G. Rapp (Hon. Treasurer), submitted the balance-sheet, which showed that a sum remained to the credit of the Club of \$891.31, a large portion of the amount, however, being outstanding.

The report and balance sheet were adopted, on the motion of the President, seconded by Mr. H. H. Taylor.

Mr. W. D. Braidwood was unanimously re-elected President, Mr. R. Basa Hon. Secretary, and Mr. G. Rapp Hon. Treasurer. Mr. H. H. Taylor was re-appointed Captain. Mr. L. A. Rose being chosen as his deputy. The following comprise the Committee—Messrs. Taylor, Braga, Rose, W. H. Viveash, Dr. P. H. Kew, and A. E. Asger.

The meeting concluded with thanks to the Chairman for presiding.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE GREAT BATTLE.

REPORTED TURKISH DEFEAT.

A message from Sofia states that the three days' battle from Luleburgas eastwards to Serai, with a front extending fifty kilometres, has ended in the total rout of Nazim Pasha's main army. The Turks lost heavily and fled in disorder towards Tehorlu.

Another message says the Bulgarians drove the Turks from their fortified positions and are now pursuing them. The Bulgarian losses are comparatively slight. The Turks are fleeing panic-stricken. The Bulgarians captured numerous guns, flags, and other trophies, as well as much ammunition and many prisoners.

The latest news says there are still no details of the great battle.

According to the view expressed at Sofia, the Turks by changing their front to the eastward were checked by the Bulgarian plans to cut off the whole army, but the transfer of the Turkish reserves to the right wing, where the Turks were temporarily successful, was met by the Bulgarians concentrating on Babasaki and hurling their whole weight on and crushing the Turkish left wing.

A dispatch from Nazim Pasha, received in Constantinople late on Thursday evening, declared that the Army was continuing a vigorous resistance in the centre, while the forces in the vicinity of Viza were advancing successfully; but a later dispatch, which has not yet been published, apparently confirmed the Bulgarian reports of victory.

NAZIM PASHA REPORTED KILLED.

A report is current in Vienna that Nazim Pasha, the Turkish Commander-in-Chief, has been killed, but there is no confirmation of the report.

TURKISH CABINET AND PEACE.

A Constantinople message states that at 12.50 on Friday morning grave news was received from the front. The Cabinet is still sitting, and it is believed that the question of peace is being considered.

THE PRESS RESTRICTIONS.

While the Bulgarians are increasing their restrictions on Press correspondents, who have been removed to an isolated point near Mustapha Pasha, eight miles from a telegraph office, the Serbians are allowing the transmission of long dispatches a week old describing the battle of Kumanovo, elaborating details already given in Reuter's telegrams.

THE PROGRESS OF THE SERBIAN ARMY.

The Servians, extending their grip on Macedonia, have taken Prizrend. Another division is nearing Prileg, en route to Monastir, where possibly a junction will be effected with the Greek forces. It is stated at Belgrade that the next session of the Skupstina will be held at Uskub.

SERBIANS TO REINFORCE THE BULGARIANS.

A Sofia telegram states that as their presence is no longer necessary in Northern Macedonia, large numbers of Serbian Infantry passed through Sofia on Thursday evening to reinforce the Bulgarians at Adrianople.

ANOTHER MONTENEGRIN SUCCESS.

The Montenegrins have captured Ipek. A dispatch from Sofia asserts that 200 Christian soldiers, who fought at Kirk Kilesse have been shot at Constantinople. Circumstantial and extremely gruesome accounts of alleged atrocities by Turks fleeing from Macedonia, Thrace and Epirus continue to be published in the capitals of the Allies.

REPORTED TURKISH NAVAL ACTIVITY.

A message from Constantinople states that it is rumoured that the Turkish fleet have bombarded Burgas, on the Bulgarian coast, and that troops were landed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GREEK NAVAL OPERATIONS.

The Greeks are reported to have seized Crevina and Kaila.

The Greek Fleet, besides seizing Lemnos, have seized the islands of Thasos and Imbros.

NAVAL PRECAUTIONS BY THE POWERS.

The British cruiser *Hampshire*, which has been stationed at Canea, and a French cruiser from Samos have sailed for Salonika. Three cruisers left Toulon on Thursday for Syria.

It is reported that the Austrian Fleet has been ordered to hold itself in readiness at Trieste to sail for Salonika.

These movements are believed to be due to fears of anti-Christian excesses.

UNEASINESS IN ROUMANIA.

Reuter's correspondent at Bucharest telegraphs that the people are anxious owing to the requisition of vehicles, but it is announced that it represents only transport experiments. The Government is sending field hospitals to Bulgaria and Turkey.

SIR E. GREY ON THE POWERS' ATTITUDE.

At question time in the House of Commons Sir Edward Grey said the Powers had communicated with him regarding the varying aspects of the Balkan situation, resulting from the progress of the war, but it was not advisable to make a statement at present respecting the policy of Great Britain and other Powers, who, he was glad to say, were continuing in concerted action. The House would appreciate his difficulty in stating the Government's own views at a time when its primary object was to keep in touch with other Powers to promote an agreement between them. He knew of nothing likely to check the prospects of peace as soon as the military situation made peace possible.

INTERVENTION RUMOURS.

In reference to the rumours that the Powers contemplate immediate intervention, it is stated in Vienna that the Allies have agreed to negotiate with Turkey direct, without the mediation of the Powers.

BANK RATE.

The Bank of France has raised its rate of discount to 4 per cent.

THE HOME RULE BILL.

LONDON, November 1st.

The clause of Clause VIII of the Home Rule Bill proposed by Mr. Asquith regarding the constitution of the Senate was adopted by the House of Commons by 293 votes to 209. The debate was uneventful.

DEVELOPMENT OF UGANDA.

LONDON, November 1st.

Mr. Taylor, the new manager of the Uganda Railway, inspected Manchester Canal and the methods of handling cotton seed at the docks. Afterwards he was entertained to luncheon by the executive of the Cotton Growing Association. He said that Uganda's rapid increase in the production of cotton, grain, etc., was likely to tax the Uganda Railway and

Port Kilindini. It was necessary to adopt a far-sighted policy for the future development of the railway and the port.

ENGLISH RACING.

LONDON, November 1st.

The result of the race for the Jockey Club Cup is as follows:—

Aleppo 1
Prince Palatine 2
Only two ran. Aleppo won by six lengths.
Betting:—20 to 1 against Aleppo.

CHINA AND EAST INDIAN SQUADRONS.

Mr. Churchill, in reply to Sir J. D. Rees, states that both the China East Indian Squadrons are already provided with flagships, and no change is at present contemplated. The *New Zealand* will join the First Battle Cruiser Squadron on her return from New Zealand ports in the summer of 1915. The programme of 1909 as regards the East India unit has not been completely abandoned, and the Australian Fleet alone is not in future to maintain the British position in the Pacific.

CORRESPONDENCE.

THE WATER SUPPLY.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

Hongkong, November 1st.

SIR,—In his speech before the Legislative Council yesterday His Excellency touched upon the expedients that appeared to be available for meeting, or mitigating, the effects of the threatened water famine. Curiously enough, he did not make any mention of a scheme that must have suggested itself to many plain people, viz., the connecting of the Kowloon Water Works with the distributing mains of the lower levels of the City of Victoria.

At Kowloon there is a supply of water more than sufficient for all local requirements, and though technical difficulties may be and no doubt would be suggested, there should not be any insurmountable engineering difficulty in laying, say, a 6-in. pipe from Kowloon Point to a convenient spot this side of the harbour, linking it up with the existing mains.

About 2,000 yards of piping would be required, and this—if not already in stock in the town—could, if ordered by telegram, be delivered in the Colony by the end of the year, and laid on the harbour bed within the following month of January; or before the water famine has become acute. A difficulty would no doubt be the protection of the piping from dislocation; but this could surely be ensured by issuing timely notice to all shipping centres, and by a steam launch patrol on the line of piping. When the need for the connection has passed away the piping could be taken up and utilized for the ordinary purposes of water works extension here or in Kowloon.—I am, Sir, your obedient servant,

RESIDENT.

JUBILEE ROAD ROUND THE ISLAND.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

Hongkong, November 1st.

SIR,—The attached correspondence appears to be of sufficient general interest to merit publication.

It seems strange that a Colony with an annual revenue of nearly eight million dollars should be unable within the next 14 months to spend the comparatively small sum of \$7,000 in rendering fit for carriage traffic the only road communicating with its South-Eastern shores, the bridges of which road have been constructed for such traffic.—Yours faithfully,

DENNYS & BOWLEY.

Extract from letter Dennis & Bowley to Colonial Secretary of 7th October, 1912.

Our clients trust that steps will now be taken to improve the road round the Island (from Aberdeen to Shaikwan) so as to make it available for motor cars. We understand that the bridges are of sufficient width and strength to carry the cars, and that it is only necessary to widen the corners on the hill down to Deep Water Bay and on the hill from Repulse Bay to Stanley Gap, to cut back other corners, to clear the road of weeds and undergrowth and repair the surface with disintegrated granite from the hillsides: if this were done as a temporary measure a most attractive ride would be available for residents and tourists, to many of whom the Southern portions of the Island are at present inaccessible. The expenditure might be met out of the vote for maintenance of roads, etc.

The expensive alterations in gradient which were projected when the Jubilee Road round the island was under discussion, and which were essential for horse traction, are not absolutely necessary for motor cars, and there seems no adequate reason for keeping this road closed until the more elaborate scheme can be carried out. If traffic were allowed in one direction only there would be no risk of collision.

Extract of reply from Colonial Secretary of 30th October, 1912.

I am directed to inform you that the improvement of the road from Aberdeen to Shaikwan suggested in your letter of 7th October, so as to make it available for motor cars, is estimated to cost \$7,000. No funds will be available to carry out this work next year, but it will be considered in connection with the Budget for 1914.

LOST DOGS.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

DEAR SIR,—Might I bring to the notice of the Police or any Society for the protection of lost dogs, through the medium of your columns, that a famished dog has been wandering round Queen's Statue for the past three days and is evidently in a dying condition?—Yours truly,

BRUTUS.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 9.45 a.m. yesterday:—

"Cyclone or typhoon E of the Visayas Islands moving N. or W.N.W."

THE LOSS OF THE "DACRE CASTLE."

BOARD OF TRADE INQUIRY.

At the Marine Court yesterday an enquiry was held, under the provisions of Section 19 of Ordinance No. 10, 1892, before Commander Basil R. Taylor, R.N. (stipendiary magistrate), Lieut. C. E. Stainer (H.M.S. *Tamar*), D. MacFadyen (master of the British steamship *Idun*), J. W. Evans (master of the steamship *Haimon*), and W. J. Bishop (master of the *Idun*), respecting the circumstances attending the loss at Keelung, on the 14th September, of the British steamship *Dacre Castle*, official No. 124,119, Liverpool.

Edward Arthur Gough, master and commander of the lost ship, was first called. He deposed that he was going from Yokohama to Boston and New York. The ship arrived at Keelung on the 14th September, and was anchored to two buoys—head and stern. On the following day (Sunday) it began to blow, the typhoon warning having been hoisted in the morning. Witness sent ashore for more mooring tackle in the evening. The wind was N.N.E., and his ship was lying with her head towards the East. The ship rode through the night all right, and the next morning the wind went down, but the glass remained about the same. About 4.15 the stern mooring parted, and the ship swung across the channel. He had ordered more steam on previously as a precautionary measure, in case anything did happen. Witness pointed out on a chart the position of the ship at the time. When the moorings at the stern parted the starboard anchor was already down, and he ordered the port anchor to be dropped as well. The ship, however, commenced to drag both anchors and the buoy. Witness then decided to get away as soon as there was sufficient steam. About 5 o'clock the chief engineer reported that he had enough steam up, and having got up both anchors and slipped the buoy he took the ship into the outer harbour, and dropped both anchors. Just after 6 o'clock a heavy squall came on and the ship began to drag again. She was drawing 17 feet fore and 23 feet aft, as far as witness could ascertain. Witness got under way and just as he had got the anchors up a terrific squall sprang up. The ship heeled over, and before she could properly recover herself a big sea came over her, breaking the stern post and unshipping the rudder. Shortly afterwards another terrific squall came on. Witness served out lifebelts to the crew, and soon after 10 o'clock the chief engineer reported that the bulkhead rivets were shearing and the engine and boiler seats were lifting. As the ship was making water he advised the officer to shut the stop valves, in order to obviate danger of scalding to the engineers. No sooner had this been done than the water gauges came off the boiler, and the chief engineer was scalded by the escaping steam. During this time the second and third officers were trying to attract the attention of a Japanese cruiser (*Itatsushima*), lying near. The cruiser put searchlights on the ship, and kept them there the whole night. The crew were mustered on deck, but it was impossible to leave the ship owing to the heavy seas. The second squall sent the ship ashore and she broke amidships. The crew were got off in Japanese sampans. He had 130 fathoms of chain out when the ship went ashore.

Charles John Fairman, the chief engineer, deposed that when the typhoon signal was first hoisted he had about 20 pounds of steam in the two main boilers. On the 14th, at about 5 o'clock, witness had a full pressure of steam, and shortly afterwards they got under way. A full head of steam was kept on continuously till the ship struck. After about an hour the engine-room had to be abandoned as the boilers began to lift.

Evidence was also given by I. W. Yates, boatswain, and Alexander Apsin, the chief officer.

The Court's finding was as follows:—"We find that the British s.s. *Dacre Castle*, No. 124,119 of Liverpool, of which Edward Arthur Gough, the number of whose certificate of competency is 034489, London, was Master, left Yokohama on a voyage to Boston and New York, via ports, and arrived at Keelung, Formosa, on Sept. 14th, 1912, with a general cargo of about 5,300 tons, this being about one half her total capacity; that she was moored head and stern, between two buoys in the inner harbour, and starboard anchor down.

"On Sept. 15 a typhoon warning was hoisted and the barometer gave warning of approaching bad weather. On that evening additional wires to the buoys were supplied. The following day at about 4 p.m. the stern wires parted. The ship, which had swung round in the vicinity of two Japanese steamers, was given a sheer to port, and the port anchor let go. She then began to drag, and as soon as sufficient steam was available—5 p.m.—she got under way and proceeded to the outer harbour, where both anchors were let go in line to windward. Twice these anchors dragged and the ship was taken to windward and re-anchored. The second time she was struck by a very heavy squall and carried bodily on to the rocks, where she shortly afterwards broke in two.

"We are of opinion that all possible steps were taken to prevent disaster, and that no blame attaches to anyone concerned. We wish to place on record our sense of the good seamanship displayed by the master in getting his ship out of the very narrow waters of the inner harbour under the then existing circumstances."

THE AFFRAY ON THE "MINNESOTA."

The hearing of the charge against John Saxton Dunn, 37 years of age, an engineer employed on the s.s. *Minnesota*, of murdering Robert Wangstrom, a water tender, employed on the same steamer, was resumed yesterday afternoon at the Magistracy before Mr. Melbourne. Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared for the prosecution.

After the evidence had been heard, Mr. Hodgson said that before his Worship put the caution to accused, he would ask him to commit the defendant to the special session to be held on Monday on a charge of manslaughter and not of murder.

His Worship cautioned the defendant, who said that he would reserve his statement until a future time.

Defendant was thereafter committed to the special session on a charge of manslaughter.

A LAVISH SAMPAN FARE.

At the Magistracy yesterday before Mr. Melbourne a man and a woman were charged with receiving money knowing it to have been stolen. The money is alleged to have been stolen from the strong room of the s.s. *Hongkong* on the 16th October.

Mr. Shenton, of Messrs. Deacon, Looker & Deacon, appeared for the prosecution, and Mr. Creve appeared to defend.

Mr. Shenton stated that the steamer *Hongkong*, which belonged to Messrs. Marty & Company, left Haiphong on the 10th October for Hongkong via Pakhoi and Hoihow. On reaching Pakhoi, she took on board nine cases of treasure, which were placed in the treasure room at the stern of the ship. The door of the treasure room was locked by two iron bars with separate keys, which were kept in the chief officer's room. The steamer arrived at Hongkong on the evening of the 15th October, and there were two men on board nine cases of treasure, which were placed in the treasure room at the stern of the ship. The door of the treasure room was locked by two iron bars with separate keys, which were kept in the chief officer's room. The steamer arrived at Hongkong on the evening of the 15th October, and there were two men on board nine cases of treasure, which were placed in the treasure room at the stern of the ship.

Just after 6 o'clock a heavy squall came on and the ship began to drag again. She was drawing 17 feet fore and 23 feet aft, as far as witness could ascertain. Witness got under way and just as he had got the anchors up a terrific squall sprang up. The ship heeled over, and before she could properly recover herself a big sea came over her, breaking the stern post and unshipping the rudder. Shortly afterwards another terrific squall came on. Witness served out lifebelts to the crew, and soon after 10 o'clock the chief engineer reported that the bulkhead rivets were shearing and the engine and boiler seats were lifting. As the ship was making water he advised the officer to shut the stop valves, in order to obviate danger of scalding to the engineers. No sooner had this been done than the water gauges came off the boiler, and the chief engineer was scalded by the escaping steam. During this time the second and third officers were trying to attract the attention of a Japanese cruiser (*Itatsushima*), lying near. The cruiser put searchlights on the ship, and kept them there the whole night. The crew were mustered on deck, but it was impossible to leave the ship owing to the heavy seas. The second squall sent the ship ashore and she broke amidships. The crew were got off in Japanese sampans. He had 130 fathoms of chain out when the ship went ashore.

Mr. Creve said that the defendants were hailed in their sampan by two men, one of whom they knew, but they had no ground, other than the somewhat lavish fee, for supposing that there was anything wrong. He admitted that it was not the custom to pay \$500 for a sampan fare. There was no evidence that they were parties to the robbery which took place on the ship.

The woman was discharged, and the man was sentenced to three months' imprisonment.

CHINESE BOYCOTT OF JAPANESE GOODS IN MANILA.

For the past two days, says the *Manila Times* of Saturday last, a strong general movement on the part of the Chinese of this city to boycott all Japanese goods of any nature whatsoever has been gaining in strength and volume until to-day it has grown to rather large proportions. And the surprising thing about the whole matter is that the Japanese storekeepers don't seem at all alarmed about it and, in fact, express the hope that this movement will get large, as the days go by. This is an anomaly that needs explaining and the explanations, as given by the Japanese storekeepers themselves, are all about expressed in the following manner by one of the largest and most important importers of Japanese goods to the islands:

"The boycott against our goods on the part of Chinese storekeepers commenced about two days ago. The reason given is that Japan has not wanted to recognize the new Chinese republic and the young student party. Young China party or the young politicians of the new republic here have been around to the Chinese storekeepers and told them that in order to aid in the desire to have Japan recognize officially the new republic it is necessary to bring to bear the fulcrum of boycott on the Japanese importers here. The Chinese merchants are adverse to doing this and many of them have even come to us and asked us to antedate their contracts for goods with us, in order that they may be able to show these contracts to the politicians when they come around and demonstrate to them that it is impossible to stop getting goods from us."

"We, the Japanese, are hoping that this boycott will progress and grow. In other words, we hope that it will be a successful boycott against our goods by the Chinese retail dealers. Why? Well, because, as you probably know, the Chinese are only middlemen, but they have succeeded in keeping the Japanese largely out of the retail Filipino trade. If this boycott keeps up, we will be able to enter the retail trade and, competing with the Chinese retail trade, deal directly with our Filipino customers. This is the reason why we hope to see the Chinese boycott against all Japanese goods continue. Such a boycott as this might and probably would succeed in Canton or Shanghai, but here, where the consumers are all Filipinos, there is, as you say in your language, 'nothing doing' in a boycott."

LOCAL SPORT.

CRICKET.

POSSIBLES v. PROBABLES.

A match will be played on the Hongkong Cricket Club ground to-day, between Possibles and Probables. Play to commence at 2 p.m.:

Probables.—R. Hancock, W. C. D. Turner, A. C. E. Elborough, Lieut. A. G. White, G. R. Sayer, R. O. Hutchison, A. A. Claxton, H. G. Bagnall, and R. S. Fowler, Capt. H. K. Hughes, and Corpl. Taverner.

Possibles.—H. Hancock, R. E. O. Bird, J. S. Lloyd, Lance-Corpl. Dempsey, S. H. Dodwell, J. W. Stephenson-Jellie, A. H. Gillingham, E. B. Reed, Capt. R. D. Crawford, D. E. Donnelly, and A. N. Joseland.

CRAIGENOWER v. KOWLOON.

This league match will be played to-day at 2 p.m. on the Kowloon ground. The following will represent the C.C.C.:—H. H. Taylor, R. A. Carvalho, L. A. Rose, W. H. Vives, J. V. Braga, E. L. Braga, W. H. L. Warren, J. D. Noria, C. Johnstone, R. Pestonji, and R. Basa.

KOWLOON "B" v. CIVIL SERVICE "A."

This match takes place to-day, on the Civil Service ground, commencing at 2.15 p.m.

Civil Service team is as follows:—Messrs. R. C. Wicheil, F. Bide, E. W. Hamilton, R. Phillips, J. W. Lee-Jones, J. McKay, W. Edmonds, C. Sara, R. McLeod, H. Ellis, E. F. Gibson, and E. W. Davison.

K.C.C. v. K. R. MacAskill, B. D.

Evans, E. C. Smith, W. E. Dixon, J. P. Robinson, F. J. de Rome, H. E. Scott, A. R. Raven, H. S. Rouse, F. Sutton, and W. L. Weaver. Umpire, T. Chee.

FOOTBALL.

H.K.F.C. v. SCOUTS.

This match takes place this afternoon. The Club will be represented by A. C. Grayburn, R. C. Barlow, R. F. Long, M. M. Maza, T. Stubbs, C. Wilkie, H. F. Fearon, W. A. Wilson, W. V. Penell, T. Goldenberg, H. C. Lovick. Scouts will be represented by—H. G. Buckingham; H. J. Jones, A. Murdoch; C. A. Austin, D. Campbell, H. S. Fisher; S. McKenzie, P. McWhamond, P. C. Deanes, E. B. Clarke, H. S. Raitlon.

The first division League table now stands as under:—

	Played	Won	Lost	Drawn	Goals for	Goals against	Points
K.O.Y.L.I.	1	1	0	0	2	1	2
R.G.A.	1	1	0	0	4	3	2
H.K.F. Club	1	0	0	1	0	0	1
H.M.S. <i>Tamar</i>	2	0	1	1	1	2	1
Royal Engineers	1	0	1	0	3	4	0

Win—2 points. Draw—1 point.

The following matches take place this afternoon:—

R.G.A. v. H.M.S. *Tamar* on the Hongkong Football Club ground at 4 p.m.

Official referee, Mr. Alex P. Storrie.

K.O.Y.L.I. v. R.E. on the Military ground at 4 p.m. Official referee, Mr. Woods.

INTERPORT FOOTBALL.

The Hon. Secretary of the Hongkong Football Association has received an invitation from the Council of the Shanghai Football Association to send a team to the northern port to take part in an interport football contest. The Council suggest the China New Year Holidays as a suitable time.

MALACCA RUBBER PLANTATIONS.

The net profit made by the Malacca Rubber Plantations during the year 1911 was £159,985, and after adding £220 brought forward, and deducting £30,000 debenture interest, a balance of £130,185 remained.

The directors have paid interim dividends of 15 per cent. on January 16, and 25 per cent. on April 17, and the balance carried forward is £4,438. The capital of the company is to be increased to £1,000,000 by the creation of 600,000 new Ordinary shares of £1 each. The total planted area is approximately 15,000 acres. The output for 1911 was 1,074,900 lb., which realized an average price of 4s. 11d. per lb. The general manager reports that the estates are in excellent condition, and the labour position is satisfactory. The output for the present year will, it is believed, exceed 2,000,000 lb. Since the closing of the accounts, debenture stock to the amount of £188,280 has been converted into Ordinary shares at £10 per share under the option given to the stockholders on the issue of the stock, so that the debenture liability of the company is largely decreased. Under the arrangements for the issue of 10,000 Ordinary shares at £15 per share, which were approved at the last general meeting, an option was granted over the remaining available unissued capital at £15 per share as part of the consideration for the issue of 10,000 further shares at that price, and as was reported at the meeting further options at the same price have been granted as consideration for options to purchase other estates in Malacca. These options have not as yet been exercised, but it is necessary to increase the nominal capital of the company to provide for the possibility of these shares being called for. The directors are also of opinion that the policy of absorption which was carried out with success in 1909, and which is working out so greatly to the advantage of the company, should, if and when favourable opportunity offers, be resumed.

CANTON.

CANTON, October 31st.—SCHOOL SPORTS.

School sports open to all schools and colleges in Canton are to be held on the 23rd and 24th of December and things are to be done on a very large scale. The proceedings are to be of the nature of a large advertisement for education and a good deal of money and time will be spent in the arranging of the meeting.

SCARCITY OF WATER.

No rain has fallen here for over two months now and a scarcity of water is the result. Only the rich who have water from the water works laid on to their houses can get clean water just now and most of the wells in private houses are very much run on. As a result many complaints are to hand and crowds of the poorer class can get nothing but water from the creeks and the river, which is anything but clean. The water works officials have the power to sell water to the community at one cent for two jars, and it is stated that this arrangement is to be put into force soon.

ROCKS IN THE RIVER.

Quite close to Dutch Folly on the front reach of the river there are several rocks which are exposed at low water. There is a small ghyhouse on two of them marking the channel for ships and launches, but the others are dangerous for sampans and smaller boats when the tide is at all high. Many accidents take place here from time to time and the Civil Commissioner has tendered a suggestion to the Government that these rocks be blown up with dynamite and the river thereby much improved. There seems no reason why this should not be carried out, and it certainly would improve the channel for all kinds of shipping. It is said that this scheme will very soon be put into operation.

TROUBLES OVER MONEY.

Yesterday a number of soldiers went to an eating-house in Sap Sam Hong and tendered a bank note in payment. After discussion the shopkeeper took it, but gave them change in copper cents, which the soldiers refused to accept. Quarrelling ensued and it looked as if the shop would be looted, but the soldiers after throwing the copper cents at the shopkeeper went off vowing vengeance and promising to pay another visit. Brawls like these are becoming all too common and the soldiers in some quarters would seem not to be so well in hand as they were.

VILLAGE QUARREL.

In the Pun Yu District there are two villages close together called Nam Chuen and Shek Wa, where for more than a hundred years there has been periodic fighting over the water supply. There is but one stream coming from the hills and the villagers in one place dam it up in dry weather so that they may have sufficient water for themselves, thus depriving the other village of any water for agricultural purposes. Just now on account of the drought the quarrel has broken out as bad as ever and both sides are ready to fight. The elders in the two villages have been trying to pacify the people and are asking for legislation from the provincial Government.

SOLDIERS IN TROUBLE.

On Sunday there was fighting outside the Tung Kwan Theatre at Tai Sai Tow on the Eastern Bund between a large number of soldiers and the police and guards there. Many men on both sides were wounded and it looked at one time as if there would be a very serious matter. Another band of soldiers, however, were sent from headquarters to keep order and they succeeded. It transpires now that the incident was in the nature of revenge by the soldiers of a regiment three of whose number had been arrested a few days before by order of the authorities of the Theatre. These men had refused to pay the necessary amount and after a struggle were handed over to the police and punished. Their comrades demanded their release and on this being refused they determined to have their own back out of the Theatre.

SHAMEN.

In the river at present are H.M.S. *Cadmus* and *Moorehen*, S.M.S. *Tiger*, U.S.S. *Piscataqua* and *Callao*, and the two French gunboats *Vigilante* and *Argus*.

To-day, the final of the Men's Doubles Tournament takes place between Messrs. Garrard and Baker and Messrs. Wilson and Walker.

Another of the series of training camps in connection with the Shamen Defence Corps was held during the week-end at Lo Wu and was as usual a great success.

A Japanese torpedo-boat arrived in the river this morning and is lying off Honan.

"The Cook," which was so well received in Hongkong, is to be performed in the Canton Club Theatre on Saturday, November 8th.

MR. STUBBS' APPOINTMENT.

A QUESTION BY MR. GERSHOM STEWART.

Mr. Gershom Stewart, M.P. for the Wirral Division of Cheshire, and formerly member of the Legislative Council of Hongkong, has been asking Mr. Harcourt, the Colonial Secretary, what Colonial service Mr. Stubbs, the newly-appointed Colonial Secretary of Ceylon, had seen. Mr. Harcourt replied that "Mr. Stubbs served twelve years in the Eastern Department, Colonial Office. He has not hitherto served in any of the Colonies except that he carried out a special mission to the Malay Peninsula and Hongkong in 1910 very much to my satisfaction."

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report, dated 1st November, state:—

The firmer feeling in regard to local stocks reported in our circular of the 25th ult. has been well maintained during the past week, and we have again to report upon a fair volume of investment business at improving rates. Sterling "Rubbers" have undergone no material change during the interval, but closing quotations from London come firmer with encouraging indications of improvement in the near future. Fine Hard Para Rubber is quoted at 4 1/4 per lb., the market closing firm. Discount rates are quoted at 5 per cent. for both the Bank of England and open market, and Bar Silver at 29d. spot, 29 3/16 forward, quiet. The French Bank rate of discount has advanced to 4 per cent. Sterling T.T. closes at 2 1/4, and Shanghai T.T. at 7 1/2.

BANKS.—Hongkong and Shanghai after small sales at \$805 have been done at \$810 with buyers offering slightly under that at the close. London after advancing to \$23 10s. has receded again to \$23 at the close.

MARINE INSURANCES.—Unions are a quiet but firm market at \$815 with no business reported. Cantons have been booked at \$232, and more shares are wanted. Shanghai is a buyer of North China at Tls. 132, and local sales of Yangtszes have been effected at \$180.

FIRE INSURANCES.—Hongkongs are strong at \$360 with no sellers. Chinas have again advanced, small sales being reported at \$140, the market closing firm.

SHIPPING.—Indo-Chinas in sympathy with an unsatisfied demand for London account, and the prospects of further improvement in shipping, have advanced to \$72 without sales and no sellers at quotation. China and Manilas are quiet at \$81 with probable sellers. Hongkong, Canton and Macao Steamboats continue firm with sales at \$28 and \$28 1/2, market closing with buyers at the latter rate. Star Ferrys, on the basis of the new issue of one new share for two old distributed to-day, are quoted at \$34 buyers, the equivalent of \$49 on the old basis. Shell Transports, after coming to business at 101 1/2, and 101 1/8, are now wanted in London at 102 1/2, the market closing firm. Douglases are procurable at \$25, but no business is reported.

REFINERIES.—China Sugars have declined seriously on the week, closing rate being slightly above the lowest point touched, and firm at \$109 buyers. Luzons are weak with sellers at \$34 1/2.

MINING.—Tronchs have been a disappointing market, buying rates having declined in spite of the advance in Tin, but at the close the position would appear to be firmer with London a buyer at 64 1/2, and a middle quotation of 66 1/2. Heavies are quiet at 4 1/2, and Kailans (Chinese Engineerings) at 35 1/2 (middle). Raubs are wanted at \$3.70, and Pahang Consolidated at 10 1/2.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, under encouraging promises of an early agreement being arrived at with "Taikoo," which will bring to an end the disastrous rate-cutting of the past, have advanced rapidly during the interval from \$49 1/2 to \$54 cash, the market closing strong with buyers at the latter rate for cash and at \$55 for December delivery. Hongkong and Kowloon Wharves have further improved their position, the market closing with sales and buyers at \$72. New Amoy Docks are quiet at \$62. Shanghai quotes Shanghai Docks at Tls. 48 sellers, and Shanghai and Hongkew Wharves at Tls. 90 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have improved to \$106 with sales and further buyers at slightly less. Kowloon Lands have been booked at \$34 1/2, and Humphreys Estates at \$8, the latter closing in further request. Hongkong Hotels are quiet at \$114 and \$73 for the old and new issues respectively, market closing with probable buyers. West Points can be placed at \$58.

COTTON MILLS.—Hongkongs have been booked and more shares can be placed at \$5. Ewos are unchanged with probable buyers at Tls. 103 1/2.

MISCELLANEOUS.—China Borneos have sold and are wanted at \$91, China Providents have been booked at \$34, Electric at \$24, Dairy Farms at \$31, and Union Waterworks at \$11, all closing more or less in request. Cements after sales at \$1 declined to \$3.00 sales, but are firmer again at the close with buyers of small lots at \$3.80. China Lights are wanted at \$2.15 and Steam Fisheries at \$2. In the North, the quotation for Langkats has advanced steadily during the week from Tls. 53 1/2 to Tls. 57, the latter being a buying rate for local account also. Hongkong Tramways continue in request at 5/- with no seller under 5/3.

LONDON QUOTATIONS.—Cable quotations (middle price) received from our London Agents this morning are as follows:—United Serdangs 111/- Saponas 25/- London Asiatics 11/- Eastern Trusts 17 1/2 Rubber Trusts 9 3/4 premium Tronchs 66 3/4 Shell Transports 102 1/2 Indo-Chinas 142 1/2 London Ventures 10 1/2 Pahang Consolidated 10 1/2 Kailans 35 1/2 Hongkong Electric Trams 5/-

CHINESE SOLDIERS RETURNING FROM TIBET.

The Chinese soldiers on their way back from Tibet to China were expected to reach Calcutta by special train from Darjeeling on the 17th ult. and were to be transferred to the Port trust railway and taken to Outram Ghat, where they would detain and go straight on board the Aparar line steamer *Japan*, which was to sail on Friday, the 16th ult. This first batch of returning soldiers consists of one general, twelve officers and 450 men, with two European officers and ten Gurkhas as escort.

INTIMATIONS



The Best Treatment for Itching Scalps and Falling Hair

To allay itching and irritation of the scalp; prevent dry, thin and falling hair, remove cruds, scales and dandruff, and promote the growth and beauty of the hair, the following special treatment is most effective, agreeable and economical. On retiring comb the hair out straight all around, then begin at the side and make a parting, gently rubbing Cuticura ointment into the parting with a bit of soft flannel held over the end of the finger. Ancient additional partings about half an inch apart until the whole scalp has been treated, the purpose being to get the Cuticura ointment on the scalp skin rather than on the hair. It is well to place a light covering over the hair to protect the pillow from possible stain. The next morning shampoo with Cuticura soap and hot water. Shampoos alone may be used as often as agreeable, but once or twice a month is generally sufficient for this special treatment for women's hair. A sample of each, with 25¢ book free from nearest depot; Newbery, dept. 10X-27, Chatterbox Bldg., London, E.C. Town & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Mulvey, Maclean & Co., Calcutta and Bombay; Toller & Co. Corp., sole props. Boston, U.S.A.

89-M

Chs. J. Gaupp & Co.

ALEXANDRA BUILDING,

CHATEAU ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND

SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and

Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS

AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

O. LARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS. CHATER RD. HONGKONG

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 88. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.O. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

ST. ANDREW'S SOCIETY.
ANNUAL BALL.

OWING to unforeseen circumstances the date for the PRACTICE DANCES have been altered to the following Dates:—

THURSDAY, 14th instant.
WEDNESDAY, 20th "
WEDNESDAY, 27th "

A. B. POLLOCK,
Hon. Secretary,
Hongkong, 2nd November, 1912. [1261]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 of 1911,

IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.
(IN LIQUIDATION.)

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Office of Messrs. PEARCE SMITH, SEYMOUR & FLEMING, Accountants and Auditors, 5, Queen's Road Central, Hongkong, on TUESDAY, the 12th day of November, 1912, at 12 o'clock Noon, for the purpose of considering and if thought fit passing the following Special Resolution:—

"That the Liquidator be and he is hereby authorised to accept in composition of 5% of the Principal and Interest due by the partners of P. O. Co., the KIN HING Co., and the YU FUNG BANK up to the 1st June, 1912, together with interest from that date to the date of payment."

The above Resolution if passed will require confirmation at a subsequent Extraordinary General Meeting.

J. HENNESSEY SETH,
Liquidator.

Hongkong, the 1st day of November, 1912. [1262]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LIGURIA, also VENICE and TRIESTE, all Medit., RANZAN, ADRIATICO, BASSO LIGURIA, VALBONA, ALGHERO, ALMERIA and MALAGA, LANTANIA and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"CAPRI," will be despatched as above on WEDNESDAY, the 13th inst., at Noon. For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 2nd November, 1912. [1264]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOI.

THE Steamship

"DILWARA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 1st November, 1912. [892]

NOTICE TO CONSIGNEES.

S.S. "PERSIA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send to their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge will be landed at Consignees risk and expense. Cargo remaining on board after TUESDAY 5th inst., at Noon, will be landed at Consignees risk and expense.

Cargo remaining undelivered SATURDAY, 9th inst., at Noon, will be subject to landing and storage charges.

No Claims will be entertained for outage or damage unless packages have been examined prior to delivery and list of exceptions furnished Consignees.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 7th inst., at 10 A.M.

All Claims must be filed on or before 2nd Dec., otherwise they will not be recognized.

FRED. J. HALTON,
Agent.

Hongkong, 2nd November, 1912. [123]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE."

Arrived Hongkong on 31st October, 1912. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 1st November, 1912. [1]

G. R.

CITY AND HILL DISTRICT WATER WORKS.

AS the Rainfall during the Current Year has been much below the average and as the Dry Season has set in earlier than usual, the City and Hill District are threatened with a serious Shortage of Water. The Co-operation of the Public in preventing the waste or extravagant use of Water and in exercising every possible economy in its use is invited.

W. CHATHAM,
Water Authority.

Public Works Office,
Hongkong, 30th October, 1912. [1271]

G. R.

CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that, in consequence of the threatened Shortage of Water during the present Dry Season, the Services to Houses in the Rider Main Districts will be disconnected from the Mains as soon as Public Fountains, from which a Supply of Water can be obtained, have been erected in the Streets. The erection of Public Fountains is about to be proceeded with and the Services to Houses will be disconnected as the provision of such fountains proceeds.

W. CHATHAM,
Water Authority.

Public Works Office,
Hongkong, 30th October, 1912. [1272]

WANTED.

A CHINESE PARTNER (Cantonese preferred), with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man.

Apply in first instance to—

R. A. S.,
Care of "Daily Press" Office.

Hongkong, 12th October 1912. [1221]

WANTED.

BY MARRIED COUPLE TO SHARE FURNISHED HOUSE on the Higher Levels.

Apply to—

"F. E. D.,"
Care of "Daily Press" Office.

Hongkong, 12th October 1912. [1067]

NOTICE.

WE HAVE Authorised Mr. G. E. HUTCHINSON to Sign our Firm, Hongkong, Canton and Swatow.

WENDT & Co.
Hongkong, 1st November, 1912. [1275]

S.S. "DACE CASTLE"

TENDERS are invited by the Undersigned, on behalf of the Underwriters, for purchase of the wreck of the above Steamer as she lies at Keelung.

For further particulars apply at our Offices, 8A, Des Vaux Road.

GILMAN & Co.,

Lloyd's Agents.
Hongkong, 29th October, 1912. [1269]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations—Swimming, Boating, Cricket, Football, etc. For terms apply to the Headmaster.

HERBERT L. BEER, L.C.P.
[1085]

TO BE LET OR SOLD.

BURTON, 117, PLANTATION ROAD, PEAK.

DENNIS & BOWLEY.
Hongkong, 28th October, 1912. [1262]

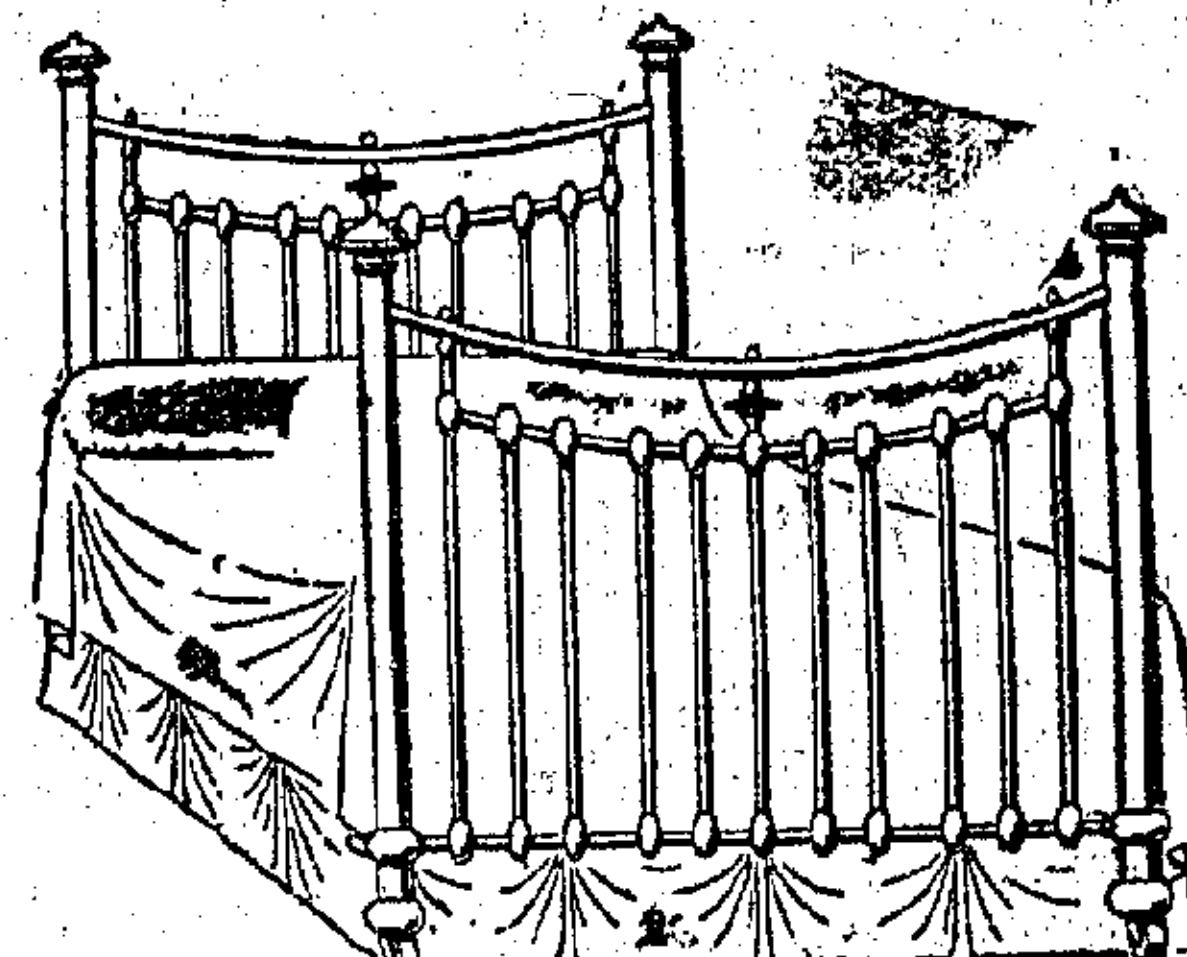
INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97.)

BEDSTEAD DEPT.

NOW SHOWING:



THIS PATTERN
BRASS
MOUNTED
ENAMELLED
APPLE GREEN

Size

5 ft. by 6 ft. 6 in.

AND THIS DESIGN

SAME SIZE

ENAMELLED
WHITE

\$45.00
EACH.

LANE, CRAWFORD & Co.

INTIMATIONS

CANTON-KOWLOON RAILWAY.

IMPORTANT ALTERATION OF TRAIN SERVICE.

ON and from FRIDAY, NOVEMBER 1st, the following IMPORTANT ALTERATIONS will be made in the present Time Table:—

The First Local Train will leave KOWLOON at 6.50 A.M. instead of 7.00 A.M. and return from SHUM CHUN at 8.10 A.M. instead of 8.15 A.M.

From CANTON to KOWLOON the First Through Train will leave at 7.35 A.M. instead of 7.45 A.M. and the Second at 10.45 A.M. instead of 11.00 A.M.

An additional Train for 3rd Class Passengers only will leave SHUM CHUN at 2.38 P.M. on SATURDAYS only, calling at all Stations and arriving at Kowloon at 3.39 P.M.

SATURDAYS and SUNDAYS excepted the Last Local Train will leave Kowloon for SHUM CHUN at 5.30 P.M. instead of 5.52 P.M. and will return from SHUM CHUN at 6.31 P.M. instead of 6.52 P.M. arriving Kowloon at 7.26 P.M.

On SATURDAYS and SUNDAYS only a Train will leave Kowloon at 5.10 P.M. and return from SHUM CHUN at 6.14 P.M. stopping at FAN LING and TAI PO and arriving Kowloon at 7.05 P.M.

The Express Train from CANTON leaving SHUM CHUN at 6.05 P.M. will not call at Fan Ling.

Breakfasts, Hot and Cold Luncheons and other Refreshments may from this date be obtained by Passengers travelling by the Through Trains leaving Kowloon at 8.15 A.M. and 2.40 P.M. and CANTON at 7.35 A.M. and 2.55 P.M.

All other Trains will remain as at present advertised.

Time Tables may be obtained at all Stations and at the Head Offices at Kowloon and Canton.

By Order,

H. P. WINSLOW,

Manager,

British Section,

Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,

Chinese Section,

Canton-Kowloon Railway.

Kowloon, 30th October, 1912. [1267]

CANTON-KOWLOON RAILWAY.

CHEAP EXCURSION TICKETS FOR THE WINTER MONTHS.

COMMENCING on FRIDAY, NOVEMBER 1st, and until further Notice the following SPECIAL EXCURSION FARES will come into operation between Hongkong or Kowloon and Canton and vice versa:—

FIRST CLASS RETURN, \$6.75.

SECOND " " \$3.00.

THIRD " " \$1.50.

These Tickets will be available for the Return Journey for One Week from date of issue. Holders of these Tickets are entitled to travel free across the Harbour by the Star Ferry, but are not permitted to break the journey at intermediate Stations.

By Order,

H. P. WINSLOW,

Manager,

British Section,

Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,

Chinese Section,

Canton-Kowloon Railway.

Kowloon, 30th October, 1912. [1268]

INTIMATIONS

AL FRESCO FETE

IN AID OF THE FUNDS OF THE

SOCIETY OF ST. VINCENT DE PAUL,

To be held in the Compound of the

ROMAN CATHOLIC CATHEDRAL,

TO-MORROW (SUNDAY),

the 3rd NOVEMBER, from 9 P.M. to 11 P.M.

UNDER the most Distinguished Patronage

of His EXCELLENCY the GOVERNOR,

SIR FRANCIS HENRY MAY, K.C.M.G.,

and LADY MAY.

Admission Ticket \$1.00, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the Evening of the Fete only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 3rd November.

Tea, Cakes and Refreshments will be served during the Afternoon and Night.

GRAND CINEMATOGRAF show will be exhibited during the Afternoon and Night by Messrs. PATHE FRERES.

By kind permission of Lieut.-Col. HAMILTON and OFFICERS, the Band of the King's Own

Yorkshire Light Infantry will play from 9 to 11 P.M.

Tickets can be obtained from TO-DAY at Messrs. GRACA & Co., Pedlar Street, and at the ROMAN CATHOLIC CATHEDRAL, on SUNDAY, 3rd November, from 9 A.M. to 7 P.M., and at the Gate on Night of the Fete.

Hongkong, 24th October, 1912. [1263]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the HONGKONG, CANTON

MACAO STEAMBOAT CO., LTD.,

will be held at the Registered Office of the

Company, Hotel Mansions, Victoria, Hongkong,

on TUESDAY, the Twelfth day of NOVEMBER,

1912, at 12 o'clock Noon, when the subjoined

Resolution which was passed at the Extra-

ordinary General Meeting of the Company held

on the Fifteenth day of October, 1912, will be

submitted for confirmation as a Special

Resolution.

That the regulations contained in the printed

document submitted to the Meeting, and for

the purpose of identification, submitted by

the Chairman thereof, be and the same are

hereby approved, and that such regula-

tions be and they are hereby adopted as the

Articles of the Company to the exclusion of

and in substitution for all the existing

Articles thereof.

By Order,

W. E. CLARKE,

Secretary.

Dated the 15th day of October, 1912. [1223]

BACON.

WE beg to Notify our Customers that

our New Shipment of

SUGAR CURED BACON

HAS ARRIVED.

THE

DAIRY FARM CO., LTD.

[30]

ENTERTAINMENTS

THEATRE ROYAL.
THE ORIENTAL THEATRICAL CO.
OF MANILA, P.I.

PRESENT
FERRIS
HARTMAN

AND HIS
TALENTED COMPANY,

Including:

MISS "MUGGINS" DAVIES

AND WALTER DE LEON,

IN A REPERTOIRE OF

NEW MUSICAL COMEDIES.

TO-NIGHT! TO-NIGHT!

ONE NIGHT OFF.

MONDAY, Nov. 4th:

THE CAMPUS.

TUESDAY, Nov. 5th:

THE TOYMAKER.

WEDNESDAY, Nov. 6th:

THE GIRL AND THE BOY.

THURSDAY, Nov. 7th:

MR. O. JOY.

FRIDAY, Nov. 8th:

WINNING JOCKEY.

SATURDAY, Nov. 9th:

FAIRY TALES.

MONDAY, Nov. 11th:

ONE NIGHT OFF.

Curtain at 9.15 P.M.

PRICES:—

Circles, \$3.50; Orchestra Stalls, \$3.30; Stalls, \$3

Box, \$2; Gallery, \$1.

Booking at MOUTRIE'S.

Hongkong, 25th October, 1912. [1257]

BIJOU SCENIC THEATRE.

TO-NIGHT! AT 9.15 P.M. TO-NIGHT!

THE GREAT SENSATIONAL DRAMA



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

The Voice of the Physician.

Harrow, March 7th, 1911.

"Dr. is always recommending Plasmon Preparations to his patients, and he never goes out in the morning on his rounds without his cup of Plasmon Cocoa. That and his plate of Plasmon Oats is all he has till lunch time."

ANALYSIS CANNOT LIE

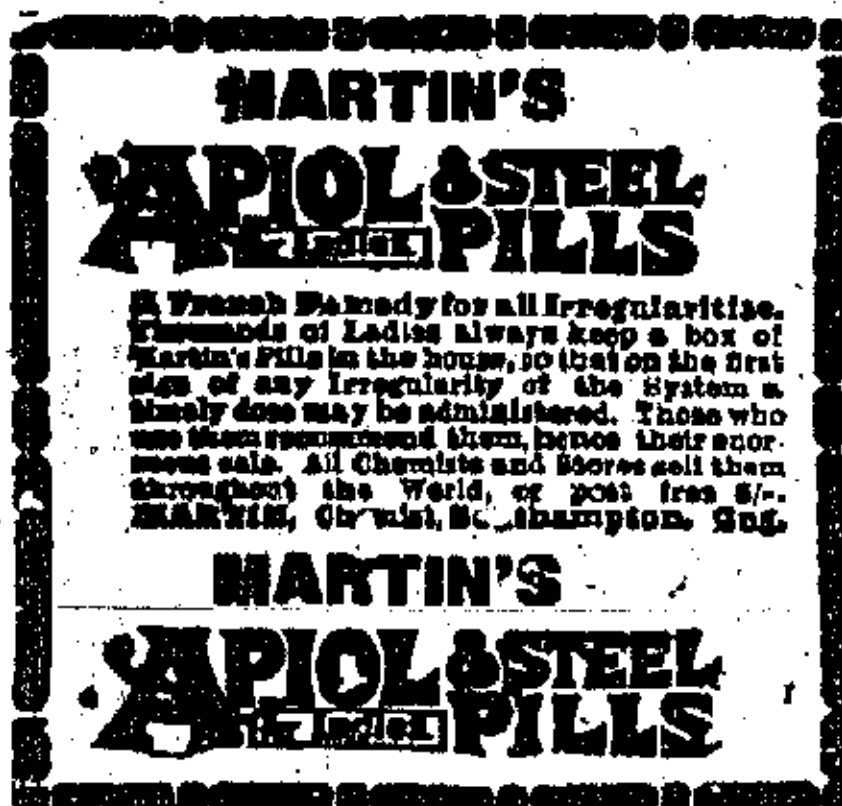
and Analysis proves that

**PLASMON
COCOA**

yields a Delicious Beverage of much greater nutritive value than ordinary cocoa. —British Medical Jnl.

PLASMON is used by the ROYAL FAMILY

PLASMON LTD., London, England.



**Rowland's
Macassar
Oil**

FOR THE HAIR.

Preserves, Beautifies, Restores it. Closely resembles the natural oil in the hair, which nature provides for its preservation. No other article possesses this property. Without it the hair becomes dry, thin, and withered. Poor hair means the effect of a beautiful face. Good hair adds charm and interest to a plain one; every Toilet Table should possess this oil.

LADIES should always use it for their own hair and for their children's hair, as it lays the foundation of a luxuriant growth. Golden Colour for fair hair. Of Store, Chemists, and ROWLAND'S, 27, Hatton Garden, London. Avoid cheap worthless imitations. Buy only Rowland's.

Approved and well-tried are
DR. GASPARY PRESSES
for Cement, Terrazzo and Granitoid
Plates, Bricks, etc.
Cement Roofing Tile Machines,
Concrete Brick Machines,
Concrete Hollow Block Machines,
Moulds for Pipes, Steps and other
Building Material.
**CONCRETE MIXERS,
STONE CRUSHERS,
ROLLING MILLS.**
Machine Works
**DR. GASPARY & Co., Markranstädt,
(Germany).**
Export to all parts of the Globe.
Catalogue No. 208 free of charge.

1431-2



THE STUDY OF ORIENTAL
LANGUAGES.

LONDON INSTITUTION (TRANSFER) BILL.

In the House of Lords on the 8th inst.:-
The Lord Chancellor, in moving the second reading of this Bill, which had general support, said the United Kingdom had extensive trade relations with some 600 millions of people speaking Oriental languages and the trade amounted to about 200 millions sterling. We had also relations of a different sort which required on the part of diplomats, sailors, and soldiers knowledge of various Oriental languages. Yet the State had done very little indeed to enable those engaged in these trade and other relations to acquire a knowledge of the languages. In Berlin the State expended £10,000 a year on this and in Paris £7,000 a year, while this country spent almost nothing and very little from the State. In these circumstances the attention of the Government was called to what really amounted to nothing less than an evil, and it was resolved some time ago to deal with the matter. A committee was appointed under Lord Reay and reported in 1899 in favour of founding a school devoted exclusively to the study of Oriental languages. Following upon this an important committee, of which Lord Cromer and Lord Curzon were members, reported in favour of such a school being established in the City of London. In the City was the London Institution, one of those organizations which belonged rather to the Victorian period than that of to-day, and which was founded for the purpose of providing for subscribers lectures, a library, reading-rooms, and means for study. The shareholders of this institution, taking a public spirited view of the position, had agreed to dispose of the building subject to arrangements for giving existing members access to it. Arrangements had been made for taking over the premises and remodelling them for the school, upon which a considerable sum would be expended. There was reason to think there would be other revenue, but there would be a grant of £4,000 a year and £25,000 capital expenditure. The buildings would be vested in the Office of Works pending the establishment of a governing body upon which the Government would be represented. The Bill would enable the transfer to take place, and after an interview with Lord Aldenham on behalf of the institution he had the satisfaction of knowing there were no outstanding financial difficulties.

Earl Curzon of Kedleston, after paying a tribute to Lord Cromer for the ability he had devoted to the settlement of this question, referred to the great stake this country had in the East. But in point of instructional advantages we had been behind all the great nations of Europe. It was to remedy that defect, he might almost call it a scandal—that this effort was being made. They would not have been able to carry the matter through had it not been for the very liberal view the Government were prepared to take of their responsibility. All who had served in the East owed a debt of gratitude to the Government and notably to the Lord Chancellor, who was immensely interested in the University of London, to which it was proposed in some form to connect this college, and had helped them by every means in his power. A word of acknowledgment was also due to the shareholders headed by Lord Aldenham.

THE "LUCKY SHIP."

AND THE "UNLUCKY" CAPTAIN.

Capt. J. Travis of the *Seavoy Bee* has been fined \$1,040 at Singapore for carrying excess passengers. He was summoned for carrying 383 passengers in excess of the number allowed by the licence granted by the emigration officer at Swatow, from that port to Singapore on October 1st. There was a second charge of importing 395 Chinese immigrants into Singapore. The accused, Captain Travis, said he had been Captain of the ship for three years and had no trouble during that time of any description. On the last occasion leaving Swatow both Consul and Vice-Consul came on board. The Consul counted them and found 192 had come on board in excess. He took no money from any of the passengers. Five stowaways were found, and their fares were paid by some first class passengers. The excess passengers had been evidently concealed. The company had not received one cent from them. He had no idea that they had any excess of passengers on board. The vessel was not overboarded, or he would have noticed it. His ship was known as the "lucky ship" as he always carried a full complement of passengers. By Mr. Beth:—He certainly blamed the chinchew, but he said he was quite ignorant. The unfortunate fact of it was the one Chinaman would not give another away.

Mr. Everitt said the company had been robbed themselves, as these men had not paid for the food the excess passengers had eaten on board. He asked the court to consider the record of the captain, who was the unfortunate victim brought before the court.

Mr. Beth did not press for an excessive fine, as the company had made no money out of the excess. He thought a fine of \$5 a head would be sufficient.

The Magistrate:—That would come to a very big sum.

Mr. Beth:—If you hurt the company it would eventually hurt the people who hurt them.

RUBBER DIVIDENDS.

A London telegram to the *Straits Times* dated the 22nd inst. says:—
The following dividends are announced:—
Interims: Rani 4 per cent.; Kurau 15 per cent.

Finals: North Hummock 20 per cent.; United Sumatra 4d.; Singapore Para 6d.; Tremelby 35 per cent.; Singapore United 3 per cent.; Tebrau 5 per cent.

The Dunlop company are about to acquire the Clyde Tea Estates, which will form the Abney and Clyde Rubber Company. The capital will be £200,000 in preference shares, £25,000 in ordinary shares, and £115,000 in debentures.

**WM. POWELL,
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TELEPHONE 346.

HOUSEHOLD LINENS.

NEW STOCKS OF
**LINEN TABLECLOTHS,
SERVIETTES,
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**— PILLOW CASES, —
BLANKETS,
COUNTERPANES,
SIDEBOARD CLOTHS, DUCHESS SETS, ETC.**
FURNISHING DEPT.

STRENGTH OF HUMAN JAWS.

In order to determine the average strength of the human jaws, Dr. G. E. Black, President of the Chicago Dental University, devised an instrument of very simple design, but with a name that would put the average jaw to a severe test, the gnathodynamometer. With this instrument he made gnathodynamometric tests of the jaws of a thousand persons. The average showed 171lb. for the molar teeth and much less for the bicusps and incisors. The *Scientific American* says the instrument with which these records were made comprises a pair of steel arms, which are normally spread apart by spring tension. Each arm is equipped with a rubber pad, on which the biting is done. In addition to the gnathodynamometer, Dr. Black has invented another instrument with an equally terrifying name—the phagodynamometer, with which he tests the resistance to chewing offered by various foods. With this instrument, some important studies have been made of the force required in the mastication of food. The tenderest meat was found to be boiled tongue, the central part of which offered a resistance of from 3lb. to 5lb. Mutton chops required from 30lb. to 40lb.; beef, round, from 40lb. to 50lb.; and beefsteak, well-done, but rather tough, from 60lb. to 80lb.

**TWENTY YEARS OF
PERFECT HEALTH.**

A MAN SUFFERS FROM
INDIGESTION, HEADACHES,
SLEEPLESSNESS AND WEAKNESS.
THEN HE IS CURED BY
MOTHER SEIGEL'S SYRUP.

Such is the story, in brief, of a wonderful cure brought about by Mother Seigel's Syrup. Let us look at it a little more closely. From the letter, which is given below, you will find that Mr. J. P. Marais, of Main Road, Somerset West, Cape Province, twenty years ago became a victim of indigestion. At night he could not sleep. In the day time he had such distressing pains after eating that he began to lose heart and feel despondent. To make matters worse, frequent sick headaches, accompanied by a feeling of heaviness and drowsiness, reduced Mr. Marais to such a state of weakness as to almost make it impossible for him to conduct his business. That was twenty years ago. But for a stroke of good luck, Mr. Marais would probably have had his health undermined by chronic indigestion, and in the end have become a physical wreck, or perhaps worse, had he not then discovered Mother Seigel's Syrup and at once began to take it. Mother Seigel's Syrup saved Mr. Marais from such a fate. It removed the indigestion, with all its distressing symptoms, and so made him a new man. It has done the same thousands of other cases. From that day to this—for twenty years, mind you—Mr. Marais has enjoyed "perfect health." There you have proof that Mother Seigel's Syrup not only removes, but prevents, indigestion.

Here is Mr. Marais' story. Writing on May 13th, 1912, he says: "Twenty years ago, I had a most severe attack of indigestion. This affected me to so great an extent that any rest during the night or day was out of the question. My stomach was so weak I could retain very little food, while I suffered from distressing pains in the chest and various parts of the body; sick headaches became so habitual that I found myself almost unable to conduct my business. Besides this I was heavy, drowsy, and weak; and seemed to lose all vitality.

"About this time I took Mother Seigel's Syrup. Its effect was simply marvellous, the first dose giving relief, whilst two bottles were sufficient to cure me. Since then, it has been my custom to keep Mother Seigel's Syrup in the house, and by taking an occasional dose it has kept me in perfect health."

The curative extracts of roots, barks, and leaves, from which Mother Seigel's Syrup is made, restore the organs of digestion to healthy activity. It ensures you getting full value, in nourishment, from the food you eat. It builds up strength, keeps the blood rich and pure, and banishes biliousness, constipation, headaches, and sleeplessness. Buy a bottle of Mother Seigel's Syrup to-day, and try it for yourself.

LYDD'S SHIPPING RETURNS.

The returns compiled by Lloyd's Register of Shipping, which only take into account vessels the construction of which has actually begun, show that, excluding warships, there were 605 vessels of 1,845,829 tons gross under construction in the United Kingdom at the close of the quarter ended September 30th, as compared with 529 vessels of 1,774,040 tons at the end of June, and 493 vessels of 1,448,317 tons at the end of September, 1911. The tonnage now under construction is thus about 73,000 tons more than that which was in hand at the end of last quarter, and exceeds by 400,000 tons the tonnage building in September, 1911. Of the vessels under construction in the United Kingdom at the end of September, 383 of 1,337,517 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by the society. In addition, 115 vessels of 482,312 tons are building abroad under the Society's survey. There are thus actually under construction at the present time under the supervision of Lloyd's Register, 498 vessels of 1,820,332 tons. As pointed out in the returns for the June quarter, the total tonnage then building to the society's class was the largest ever reached up to that time, but those figures are now exceeded by no less than 101,000 tons.

MORE "HOWLERS."

The following gems of unconscious juvenile humour are deserving of attention by all collectors of "howlers":—"Rizzio was an Italian who invented ice-cream and got killed by them."—"Doonaday Book is another name for Paradise Lost." Simon de Montfort was called Simple Simon. He formed what was known as the Mad Parliament—it was something the same as it is at the present day, but not quite." "Mr. Joseph Chamberlain is the man who invented frisky policy and goes about wearing an orchard in his coat." "A focus is a thing like a mushroom, but if you eat it you will feel different from a mushroom, for focusses is fatal."

ACCOUNTANCY IN JAPAN.

From a London paper we extract the following paragraph:—
In the past few months the accountancy profession has claimed perhaps more than its fair share of attention in this column. Still, a new departure must be noted. It is a curious fact that the chartered accountant has so far left Japan severely alone. The leading firms have established themselves here, there, and, indeed, everywhere save in the land of our great Eastern ally. Now at last a move in that direction is to be made, an Old Jewry firm having decided on opening a branch there, with a resident partner. They are not likely to enjoy a monopoly for long.

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TELEPHONE 536.

SOLE AGENTS.

128

TO BE SURE—the Teeth are so important that it would be a pity to neglect them—especially when you can clean them so well and so easily with

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Tooth Powder**

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Makers: F. C. Calvert & Co., Manchester, England.

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PILLS.**

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They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Blotches, and all Female Ailments.

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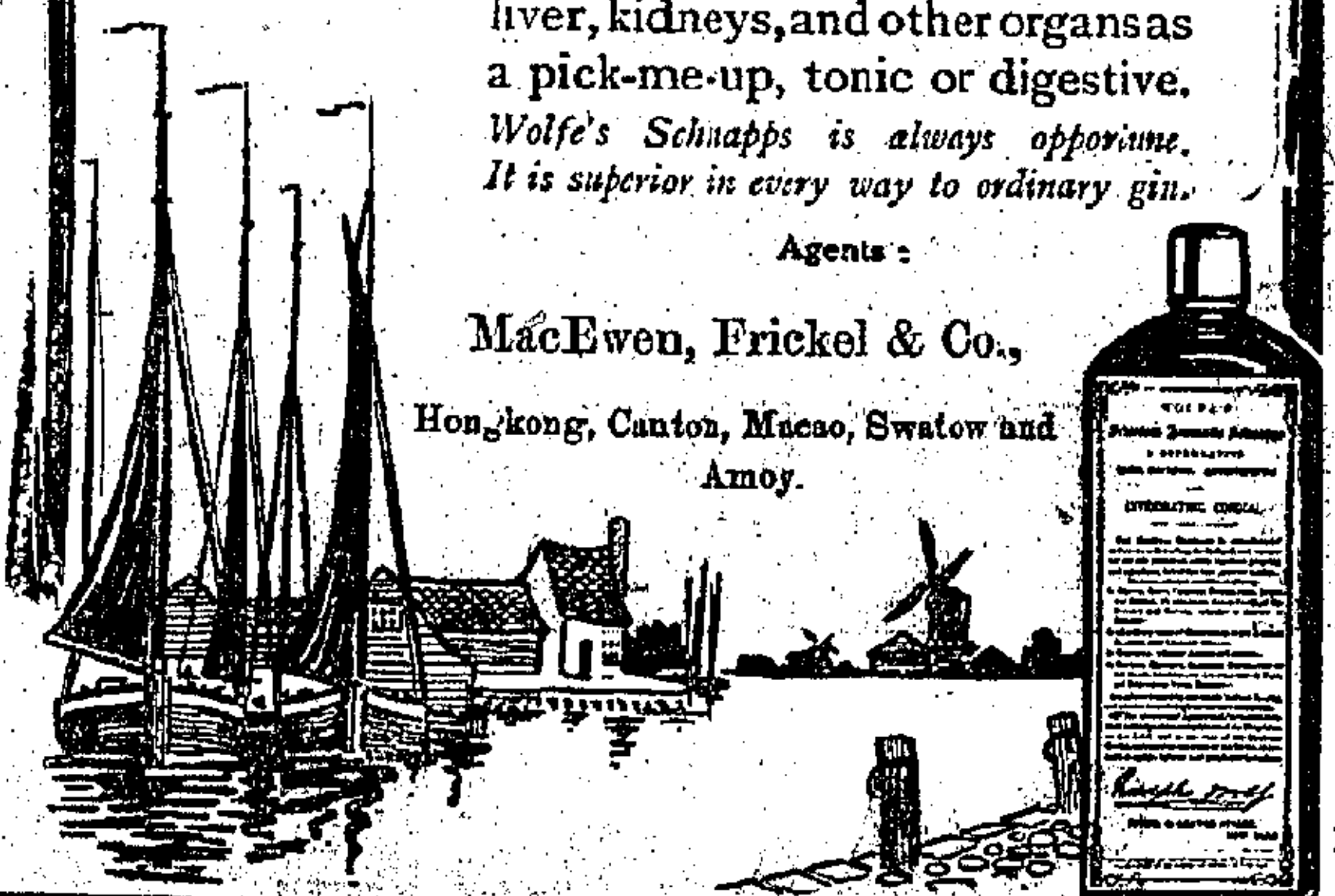
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MADE IN LONDON - OF ALL CHEMISTS

HOW BROWNIE WENT HOME.

BY
CURTIS YORKE.

(Author of "The Wild Ruthvens," "Wayward Anne," etc.)

There were six of them, all flung together by chance and circumstance.

The manager of the troupe (his nickname was "The One and Only") was a man of thirty-five or thereabouts, sturdily built, and though not very tall, well-set-up, with twinkling eyes contradicting a serious mouth. He usually sang songs of a serio-comic nature, varied by the mildly sentimental, and made little speeches announcing his brother-singers to the audience.

Edison Whing, the next in seniority, had an absurdly solemn face, and quiet, melancholy eyes. Therefore he naturally went in for the broadly comic "line."

"The Indian"—so nicknamed because of a certain darkness of skin, eyes, and hair, (though as a matter of fact he could boast of a long line of English ancestors on both sides) had a really fine tenor, and used it to much advantage in the latest love-songs.

"Whistling Phil" imitated the notes of singing-birds with marvellous accuracy. He was rather good-looking, with an air of suppressed mischief that was not unattractive.

"The Cherub" was small and fair and curly-haired, and gave the impression of being less cherubic than he looked.

Finally came "The Bugler," a quiet, refined-looking boy of eighteen or so, who sounded his bugle when entertainments were about to begin, handed round programmes, and was fag in general to the whole lot.

They went from one watering-place to another in the summer-time, and gave open-air entertainments on the piers, the Bugler handing round a small canvas bag at intervals, and thus collecting voluntary contributions varying in value from a halfpenny to half-a-crown.

They were known as "The Starlighters," and their trim, khaki-clad figures were as well known as the constabulary. They were amazingly popular, and always sang to crowded audiences.

During the particular summer of which I write, they were located at the sea-side town of Northwick (which was, in fact, their headquarters) and lodged, *en masse*, in an old-fashioned house in a narrow street leading off the Parade.

One evening after dinner The Indian—of course that wasn't really his name; but it doesn't matter—was strolling along the beach road in the direction of Coltham, when he saw a small figure, with very short skirts, tramping towards him at a tremendous rate. As it came nearer he saw that it was a very determined and independent little figure, and that its face bore traces of recent tears. It might have been in the world ten years, perhaps.

It stopped as it came close up to him, and said in a voice of would-be indifference:

"Is this the way to London, do you know?"

"No, my little girl, it is not," responded The Indian, looking down at his interlocutor with grave kindly eyes. "It is the way to Northwick. London is in quite the opposite direction; and it is a very long way from here."

"How perfectly horrid!" exclaimed the child, wrinkling her forehead in annoyance.

"Then I suppose it's too late to get to London to-night?"

"I'm afraid it is," answered the other.

"If I were you I should go home again as quick as possible. It will soon be dark, and little girls like you ought not to be out so late alone."

She laughed merrily.

"I can't go home," she chuckled, dancing first on one leg and then on the other. "I've run away."

"Run away, have you? But you'll have to run back again, you know. Your people will be in no end of a state, won't they?"

"Oh, they won't care," the small person answered carelessly.

Then she added in a different tone,

"Dad would have cared, of course. But dad is dead, and gone to Heaven. And now stepmother has married a perfect beast, and gone to France, and left me with an old governess. So of course I had to run away."

"And did you intend going to London to-night?" he inquired. "And had you any idea as to what part of London you were going?"

"No. My old nurse lives in London. Her name is Mary Russell. I thought I would ask a few policemen where she lived, and go to her." She was the light-hearted answer.

"You quaint little soul," he murmured half to himself. Then he added,

"And what about to-night? As you can't go to London, don't you think you'd better go back to your governess?"

She stamped an impatient foot.

"I can't. She's in a train. And now people are in our house."

"Good gracious—then what are you going to do?"

She looked up at him confidentially.

"What are you going to do?" she asked. He glanced at his watch.

"I am going back to Northwick," he answered.

"Do you live there?"

"At present I do."

"Then I will go back with you," she said, pushing her little hand into his. "I like you. You have a face like my brother Jim who is dead. It's a queer thing that when ever I like people they always seem to die."

She added mournfully, "I shouldn't be surprised if you died, too. I hope you won't be sure."

"Oh, I fancy there's not much fear of that," he answered, mentally wondering what on earth he was to do with this too confiding infant.

"You never can tell," she observed, shaking her head. "Sometimes people die quite suddenly. I had a puppy once when I was very young—only six—and it was quite well in the morning, and at night it was dead."

"What is your name?" she asked abruptly.

"They call me The Indian."

"Oh! Are you a wild Indian? You don't look like one."

"No, I am quite tame," he answered gravely.

"Then I shall call you The Indian, too. My name is Brownie. I have other names, I believe. But dad always called me Brownie."

"What were the other names?" he asked.

"I forget," was the nonchalant answer. They had turned, and were approaching the town by this time, and Brownie said,

"Do you ever go to the pier?"

"Yes, very often."

"Oh, do take me. Shall you go to-night?"

"Yes. I go every night. I sing there."

"Sing?—on the pier? How perfectly lovely. Do you sing every night?"

"Yes—every night. That is how I make my living."

"I think your voice would sound nice if you were singing," she said. "I like to hear you speak."

They had now arrived at the house in Dalton Place, and The Indian let himself in with a latch-key, his new friend following closely behind him.

"Mrs. Nixerby," he called out, going to the head of the stairs leading to the underground regions.

"Yes, sir, I'm coming," responded a good-natured voice. "In one half-moment."

Presently a heavy step sounded on the stairs, and a stout comfortable-looking woman came into view, somewhat out of breath. She listened attentively while her lodger said,

"This little girl will stay here to-night, Mrs. Nixerby. She has—well, as a matter of fact, she has run away from her people, and it is too late for her to go back to-night."

"But I can't go back—ever," remonstrated the runaway. "Don't you remember I told you that new people were in our house, and that my governess was in the train?"

"In the train?" repeated The Indian.

"Where was she going?"

"I don't know," the child answered. "I was in the train, too. And she went to buy a paper. So I ran away."

"Lor!—think of the nerve of it!" ejaculated Mrs. Nixerby.

Subsequently she and The Indian had a few words in consultation, while Brownie made the acquaintance of a grey kitten in the parlour; and finally, for a slight monetary consideration, Mrs. Nixerby arranged that Brownie should sleep in a tiny room off her own, and that she would look after her "as if she were her own."

As she put it.

Meanwhile, Brownie had introduced herself to The One and Only—and had informed him that she had "come to stay."

"I like The Indian," she observed, finally.

"He sings every night on the pier for a living, and I'm going to-night to hear him."

"But I sing on the pier for a living, too," he told her. "And there are four more of us."

"Are there?" she exclaimed. "How funny."

And just then Whistling Phil, Edison Whing, and The Bugler came in, followed by The Indian and The Cherub.

Brownie was made known to them all in turn, and at her earnest request, was taken down to the pier to give her opinion of the entertainment.

"The Starlighters," she read out, as they passed a brightly illuminated poster.

"What does that mean?"

"It means us," said Whistling Phil, with his swift, brilliant smile. "We are The Starlighters. Didn't you know that?"

"No. How could I? It's going to be great fun, I can see. I'm most awfully glad I ran away."

Brownie spent a very enjoyable evening, and having been allowed to sit up for supper, was subsequently conducted to bed—a very sleepy little girl indeed—by Mrs. Nixerby.

"Run little soul," observed The One and Only, lighting a cigar preparatory to going out for "a stroll on the front."

"What are you going to do with her, Ah?" he added, addressing The Indian.

"Make enquiries," answered the other shortly. "If they're no good—why shouldn't we keep her with us until inquiries are made by her people. The Cherub's leaving us in a week or two, so why not teach her to vamp accompaniments, and take his place?"

"Good idea," acquiesced Whistling Phil.

"She's rather a jolly little person, and no end of fun to talk to."

Edison Whing said nothing. Brownie's eyes reminded him of the eyes of his baby-daughter, who had come into the world twelve years ago, and over whose grave the grass had grown for three summers. The Cherub and The Bugler had gone out together.

During the next week or so The Indian was as good as his word, and made all possible inquiries. But they were fruitless. And Brownie obstinately refused to answer any questions, saying that she had run away, and didn't want to go back, and wouldn't go back. So it came to pass that she became one of the band of Starlighters, and appeared quite contented.

And the weeks and the months ran on apace, and Brownie, with the curious adaptability of childhood, seemed to forget that she had ever had any other home than Dalton Place, in the little seaside town of Northwick.

About the end of July, The Cherub left them—he had secured rather a good engagement in a London music-hall—and, little by little, the small waif adopted by The Starlighters took his place; for she could already vamp very fair accompaniments to most of the songs. Sometimes she took round the collection-bag, by her own special request; and her coaxing ways, together with her saucy little face, and mischievous eyes, considerably augmented the exchequer.

The Indian, however, did not like her undertaking this duty; and it was the cause of something like a quarrel between them. For Brownie had a hot temper, and was not an adept in restraining it.

"I shall take round the bag!" she exclaimed stamping her foot. "I like doing it."

"I don't like it," he answered coolly. "And you shall not do it."

Whereupon Brownie wept and screamed, but finally gave in. For she loved The Indian better than all the others. You see, he was her first friend.

But they all loved her, much as they would have loved a dear child, and Mrs. Nixerby simply adored her.

"Mrs. Nixerby," Brownie had said one day, "do you think there is anything I could do to be of use to my dear Starlighters? Couldn't I mend their stockings or anything?"

"Bless your heart, dearie—no. How could your little fingers mend stockings? You play pretty on the piano, and that'll please 'em more than anything."

So Brownie practised diligently, and her guardians declared—with more or less truth—that her accompaniments had never been so carefully played before.

(Continued on Page 1.)

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(Signed) (SIR) J. HERBERT MARSHALL.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"INDIA."

Arrived Hongkong on 24th Oct. 1912.
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Moldavia" and "Syria."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Free Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 24th October, 1912. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH."

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th Nov., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., at 11 A.M.

No Free Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th October, 1912. [1259]
SWEDISH EAST ASIATIC CO. LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov., at 9.30 A.M.

All Claims must reach us before the 5th Nov., or they will not be recognized. No Free Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 26th October, 1912. [40]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Nov., at 9.30 A.M.

All Claims must reach us before the 13th Nov., or they will not be recognized. No Free Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.
Hongkong, 30th October, 1912. [15]

PASSED THE CANAL.

October 4th—Nile, Nubia, Thebes, Egermont Castle, 8th—Alicious, Mennas, Schuyll, Telemachus, Estonia, Vladimir, 11th—Ajaz, Antiochus, Australia, Bohemia, Braemar, Cathay, Glenlog, Kaga Maru, Teenkat, Voronej, Yotok, Ocean Monarch, 15th—Brigancia, Dardanus, Glensh, Liberia, Myrmidon, Prinz Ludwig, Sardinia, Annam, Tange Maru, Africa, Rheus, 20th—Persia, Suavia, Thebes, Yeddo, Deike Rickmers, Preussen, 22nd—Achilles, Benlarig, Caledonien, Inverlyde, Princess Alice, Sicilia, Stentor, Alesia Tranquebar, Rohilla, Baron Erskine, 29th—Brasilia, Manmouthshire, Atreus, Pisa.

ARRIVALS AT HOME.

October 29th—Caledonien.

BANKS

NEDERLANDSCH-INDISCH
HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS
THE WILLIAMS & DOUGLASS BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,
No. 6, Des Vaux Road Central,
Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK
LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy-Hakata, Liao-Yang, Ryojan,
Calcutta (Port Arthur),
Bombay, London, San Francisco,
Changchun, Lyons, Shanghai,
Dairen (Dalny), Nagasaki, Tientsin,
Fengtien (Mukden), Newchwang, Yokohama,
Hankow, New York, Tokyo,
Hankow, Osaka,
Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.
TAKEO TAKAMICHI,
Manager,
Hongkong, 3rd October, 1912. [443]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL .. \$15,000,000
RESERVE FUNDS—
STERLING .. \$1,500,000 at 2/—=\$15,000,000
SILVER .. \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
E. SHILLIM, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODWELL, Esq.,
Andrew Forbes, Esq.,
G. F. FRIEDLAND, Esq.,
G. S. GRUBBY, Esq.,
G. K. LAURENCE, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.
ACTING MANAGER:
Shanghai—A. G. STEPHEN.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 22nd August, 1912. [19]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL .. \$1,500,000
SUBSCRIBED .. 1,125,000
PAID UP .. 562,000
RESERVE FUND .. 365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Ceylon, China, Hongkong, India, Japan, Madras, Manila, Penang, Rangoon, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [909]

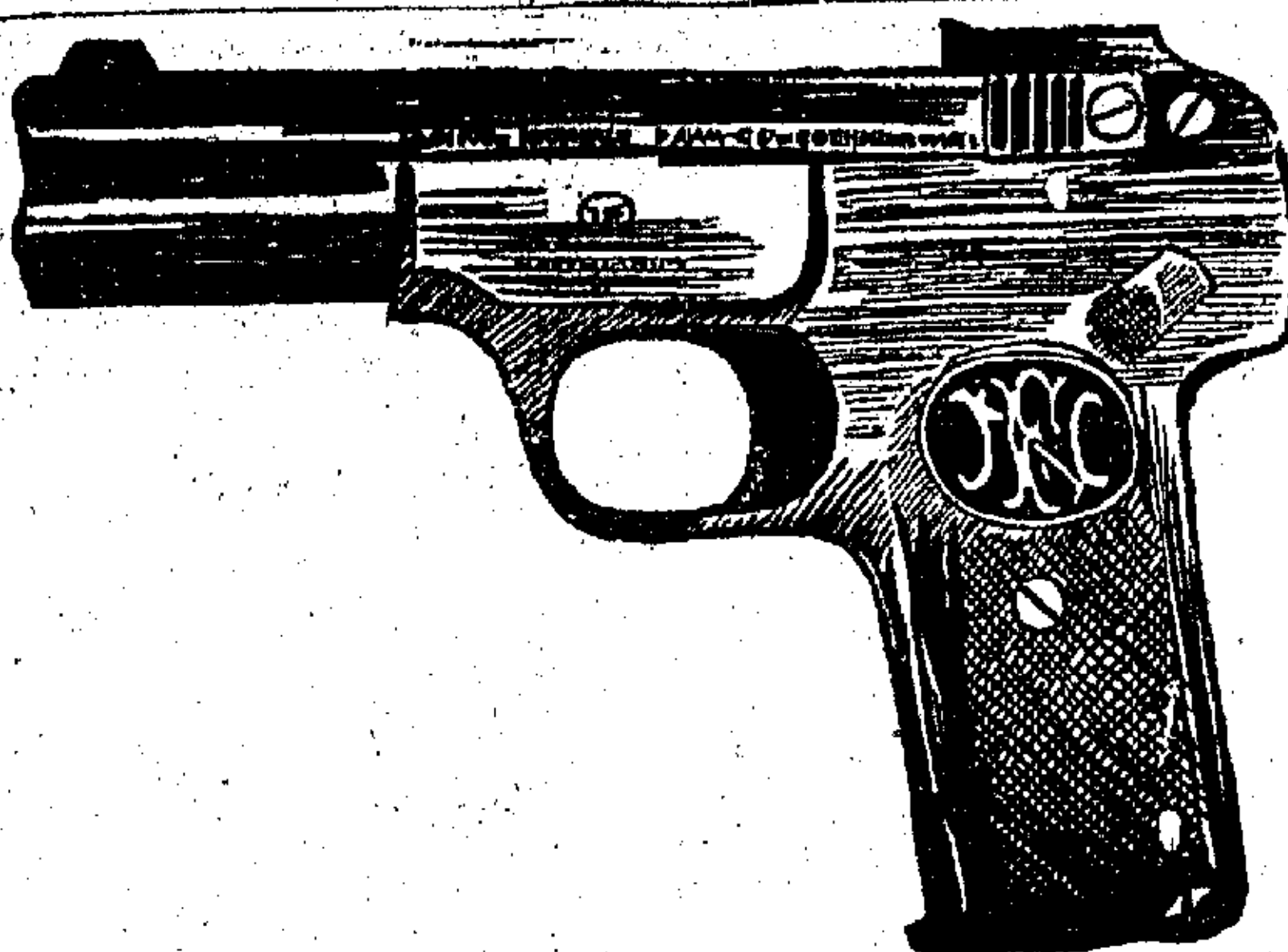
THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL .. \$1,200,000
RESERVE FUND .. 1,125,000
RESERVE LIABILITY OF
PROPRIETORS .. 1,125,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.
WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

INTIMATION



Automatic "Browning" 8 shots in 2 seconds, and ammunition to fit.
MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK.
10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from
SIEMSEN & Co., (MACHINERY DEPT.),
471 QUEEN'S BUILDING, PRAYA, HONGKONG.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

ADDRESS	FROM
Alexander, American Consulate, Washington, D.C.	
Avery, Hongkong Hotel...	Cavite, P.I.
Chan, Hongkong Hotel...	San Francisco
Chin, Hongkong Hotel...	San Francisco
Chu Kwong...	Buitenzorg
Haber, Hongkong Hotel...	Shanghai
Luck...	Shanghai
Lang...	Shanghai
Mario Redford Redford...	Winnipeg, Man.
Ming...	Honolulu
Nisong...	Hanoi
Samling...	Saigon
Sinsang...	Cholon
Suza, Hongkong Hotel...	Manila
Yanyan Insurance Co. Holo...	Honolulu

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESS	FROM
Kwong...	
Kwong...	
Leong...	
Ling...	
Sid...	
Yan...	
Yan...	
Yan...	

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, London, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS .. \$7,000,000
equal \$1,450,000
EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.
DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.
BILLS NEGOTIATED AND COLLECTED.
MAIL AND TELEGRAPHIC REMIT-
TANCES made.
LETTERS OF CREDIT AND DRAFTS
created on all the principal cities in
the world.
THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
world.
COMMERCIAL LETTERS OF CREDIT
issued.
PURCHASE and SALE of Stocks and
Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [1248]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital .. Yen 10,000,000
Capital Subscribed (paid up) .. Yen 6,500,000
Reserve Fund .. Yen 2,600,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:—
Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE:
3, Des Vaux Road.
Interest allowed on Current Accounts
Deposits received on terms which may be ascer-
tained on application.
K. T. THUDZUBARA, Manager.
Hongkong, 1st May, 1911. [1279]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3½ per cent.
per annum.
Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STARR, Chief Manager.
Hongkong, 1st July, 1911. [12]

FOR EUROPE AND AMERICA
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS at THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY
PRESS,
with which is incorporated
THE CHINA OVERLAND TRADE REPORT
Subscription, paid in advance, \$12 per
annum. Postage 2 to any part
of the World.

SHIPPING IN PORT.

STRAITS.

AIKOKU MARU, Japanese str., 3,223, L.
Yoshihara, 28th October—Mitsui Bishi Goshi
Kaisha.

ANGHIN, German str., 1,115, C. Kounfel,
25th October—Manila 22nd October,
Ballast.—Butterfield & Swire.

ARIAKE MARU, Japanese str., 2,183, Sato,
31st October—Mitsui Bishi Goshi,
Kaisha.

BORNEO, German str., 1,344, F. Sembill,
30th October—Sandakan 24th October,
Timber.—Melchers & Co.

CHUYEN, Chinese str., 1,177, Jamieson,
27th October—Shanghai 24th October,
General.—Chinese.

CHOWAT, German str., 1,120, W. Heher,
24th October—Bangkok 10th October,
Rice and Meal.—Butterfield & Swire.

DAITO MARU, Japanese str., 1,274, Ma-
kami, 22nd October—Newchwang 17th
October, General.—Mitsui Bussan
Kaisha.

ERIKEN, Norwegian str., 1,344, Angen-
sen, 23rd October—Port Arthur 18th
October, Coal.—Bure & Co.

ESTORIA, British str., 1,730, C. Jones,
28th October—Singapore, 22nd Octo-
ber, Bulk Oil.—Asiatic Petroleum
Co.

FAMARAC, British str., 3,318, A. Mac-
donald, 23rd October—San Francisco,
Bulk Oil.—Asiatic Petroleum Co.

FAUSANG, British str., 1,760, Malkin, 27th
October—Tegal 16th October, Sugar.
—Jardine, Matheson & Co.

FOO SHING, British str., 1,423, Welsh,
28th October—Guaymas 24th Sept.,
General.—Order.

GERMANIA, German str., 1,714, A. Hansen,
31st October—Samarang 20th October,
Sugar.—Jensen & Co.

GLENALLOCH, British str., 1,424, W. L.
Gardner, 27th October—Singapore
20th October, General.—Chinese.

GLENFAR, British str., 2,037, Hartnell,
28th October—Shanghai 25th October,
General.—Shewan, Tomes & Co.

HALDIS, Norwegian str., 1,065, J. Jorgen-
sen, 28th October—Samarang, Java,
18th October, Sugar.—Chinese.

HALIOTUS, Dutch str., 1,076, J. Baker,
26th October—Haiphong 24th October,
Oil.—Asiatic Petroleum & Co.

HANGSANG, British str., 1,350, S. Wilde,
25th October—Shanghai 23rd October,
General.—Jardine, Matheson & Co.

HELVETIA, Norwegian str., 702, T. A.
Johnson, 27th October—Tegal 17th
October, General.—Aagaard, Thorsen
& Co.

HELVETIA, German str., 771, J. Jensen, 28th
October—Hohhot 27th October, Salt.
—Jensen & Co.

HIKOSAN MARU, Japanese str., 2,308,
Watanabe, 28th October—Mitsui Bussan
Kaisha.

JAPAN, Swedish str., 3,262, C. A. Paulson,
25th October—Mitsui Bussan
Kaisha.

JELUNGA, British str., 3,360, D. Mac-
donald, 30th October—Calcutta 14th
October, General.—David Sassoon &
Co.

KALANG, British str., 7,418, D. A. Davies,
24th October—Wuhu 18th October,
Rice.—Butterfield & Swire.

KIANG PING, Chinese str., 1,822, Rendley,
25th October—Chinkiang 19th Octo-
ber, General.—Chinese.

KORICHANG, German str., 1,240, Roscher,
30th October—Bangkok 22nd October,
Rice and General.—Order.

KUMSANG, British str., 2,077, F. Wheeler,
25th October—Mitsui Bussan Kaisha
and General.—Jardine, Matheson &
Co.

LIANAN, British str., 1,351, C. C. Williams,
30th October—Shanghai 27th Octo-
ber, General.—Butterfield & Swire.

LOTHIAN, British str., 3,222, W. J. Lock-
hart, 26th October—Sabang 17th
October, General.—Dodwell & Co.

LOONGSANG, British str., 1,093, W. C. G.
Leask, 30th October—Manila 26th
October, General.—Jardine, Matheson
& Co.

MINNESOTA, American str., 13,323, T. W.
Garlick, 22nd October—Seattle 18th
October, General.—Nippon Yusen
Kaisha.

NILE, British str., 2,345, H. Powell, 31st
October—Singapore 24th October,
General.—P. & O. S. N. Co.

PARLAT, German str., 1,018, J. Winzel,
30th October—Chico 25th October,
General.—Butterfield & Swire.

PERANG, Swedish str., 2,217, Ch. Nord-
strom, 27th October—Singapore 20th
October, General.—Nelson & Co.

PITSANULOK, German str., 1,024, D.
Reimers, 29th October—Swatow 28th
October, Rice and Wood.—Butterfield
& Swire.

SACREN, German str., 3,000, Wagner, 28th
October—Shanghai 25th October, Gen-
eral.—Hamburg-Amerika Linie.

SEXTA, German str., 1,993, N. Jensen, 29th
October—Bangkok and Swatow 28th
October, General.—Chinese.

SINGAN, British str., 1,047, F. Jamieson,
24th October—Haiphong and Pakhoi
23rd October, General.—Butterfield
& Swire.

TENYO MARU, Japanese str., 7,268, W. C.
T. S. Filmer, 27th October—San Fran-
cisco 27th Sept., General.—Toyo
Kaisha.

TJITJANAS, Dutch str., 7,886, A. Olden-
burg, 28th October—Amoy 28th
October, General.—Java-China-Japan
Lijn.

TUNGANG, British str., 1,345, Braunwell,
25th October—Chetoo 10th October,
General.—Jardine, Matheson & Co.

WONGKUI, German str., 1,115, H. Olt-
mann, 25th October—Bangkok 17th
October, Rice.—Butterfield & Swire.

YOHOW, British str., 1,296, F. Boyd, 28th
October—Hongkong 26th October, Coal.
—Butterfield & Swire.

YOKOHAMA MARU, Japanese str., 6,469, K.
Noda, 28th October—Seattle 28th
Sept., General.—Nippon Yusen
Kaisha.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. F. Abdalla, Mr. & Mrs. R. A.
Mr. A. T. Barborini, McGrath
Mr. C. P. Barton, Mr. & Mrs. Neil
Mr. E. R. Bate, MacIntyre
Mr. E. A. Beaumont, Dr. & Mrs. C. W.
Mr. C. D. J. Bell, McKenny
Mr. G. A. Bena, Mr. B. K. Mehta
Mr. & Mrs. N. F. Mr. C. S. Melton
Blanch, Mr. J. Marecki
Mrs. C. S. Brown, Mrs. H. Meyer
Mrs. C. Burns, Mr. D. E. Nichol
Mrs. O. Buschauer, Mr. & Mrs. E. V.
Lady Campbell, Mr. & Mrs. E. V.
Mr. A. A. Charlton, Mr. & Mrs. E. V.
Mr. M. A. Check, Mr. E. Moller
Miss Crocker, Mr. J. Morris
Mrs. Louis H. Crozier, Mr. & Mrs. J. D. F.
Mr. G. P. Curry, Mulder
Mr. V. d'Ostingen, Capt. & Mrs. F. D.
Mr. C. H. Davis, Mr. J. Ormiston
Mr. C. Defer, Mr. L. Palmer
Mr. R. H. Douglas, Miss Potter
Mr. W. C. Drew, Dr. L. F. Randall
Mr. J. E. Edwards, Dr. E. H. Ray
Mr. & Mrs. H. C. Miss E. E. Ray
Elmhurst, Mr. & Mrs. E. H. Ray
Mr. W. A. Farley, Mr. & Mrs. E. H. Ray
Mr. C. J. Fairbairn, Mr. & Mrs. E. H. Ray
Mrs. C. Finlayson, Dr. E. H. Ray
Mr. H. G. Fisher, Mr. & Mrs. E. H. Ray
Mr. E. A. S. Fowler, Mr. & Mrs. E. H. Ray
Mr. & Mrs. J. S. H. Mr. & Mrs. E. H. Ray
Frank, Miss J. Spier
Mrs. French and child, Miss Square
Dr. Fressell, Mr. C. D. Stanton
Mr. Deenan Fuller, Mr. E. L. Stanton
Mr. & Mrs. J. F. Mr. B. Stephenson
George, Mr. O. A. Steven
Miss George, Mrs. Steadman
Mr. A. G. Gordon, Mr. P. D. Sutherland
Mr. J. G. Gordon, Mr. P. G. Sullivan
Mr. V. Goubourn, Mr. & Mrs. W. S.
Mr. & Mrs. Joseph, Taylor
Gould, Mr. J. Taylor
Capt. G. A. Gough, Mr. J. R. Thakroo
Mr. D. M. G. Grataun, Miss H. Turboush
Mr. R. J.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORD CURZON" ...	On 20th Nov.
"OCKLEY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 9th Nov. "TYMERIC" ... 25th Nov.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[42-43-44]

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMERS	Tons	Starting	1912
MONGOLIA	27,000 tons, twin screws.	...	...
MANCHURIA	27,000 tons, twin screws.	...	...
KOREA	18,000 tons, twin screws.	...	...
SIBERIA	18,000 tons, twin screws.	...	...
NILE	11,000 tons.	...	...
CHINA	10,200 tons.	...	...
PERIA	9,000 tons.	...	...

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA, FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

Swimming Tank Installed on deck for salt water plunge. Bathing suits on board.

Band Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

Cuisine The Cuisine is under the direct supervision of one of the World's most famous caterers.

Games and Amusements Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 2ND NOVEMBER, 1912.

8 a.m. "HOMAM." 5 p.m. "HEUNGSHAN." 10 p.m. "HEUNGSHAN."

SUNDAY, 3RD NOVEMBER, 1912.

10 p.m. "FATSHAN." 4 p.m. "HEUNGSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

SUNDAYS at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3RD NOVEMBER.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.01	30.12	30.67
Temperature	84	67	78
Humidity	50	62	52
Wind Direction	West	North	SE
Force	1	2	1
Weather	c	b	o
Rain	—	0.00	—

Highest open air Temperature on 31st ... 87

Lowest open air Temperature on 31st ... 74

HONGKONG TIDE TABLE.

From 2nd to 8th November, 1912.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'long. Mean Time.	Height.	H'long. Mean Time.	Height.
Satur.	2	h. m. 1 7	ft. in. 7 5	h. m. 9 56	ft. in. 1 7
Sun.	3	No infer. high.	nor low.	water	1 7
Mon.	4	6 40	5 2	9 40	5 1
Tues.	5	6 39	6 9	0 0	4 8
Wed.	6	6 59	5 6	11 52	4 4
Thurs.	7	6 0	6 8	0 42	2 1
Fri.	8	7 19	6 0	0 50	3 6
		7 40	6 4	1 16	2 4
		8 8	6 5	1 41	2 8
		8 3	6 9	1 47	2 8
		9 6	6 2	2 30	2 2
		8 28	7 3	2 16	3 1

WEATHER REPORT.

On the 1st at 11.00 a.m.—A depression which formed to the N.E. of the Looches yesterday morning has travelled very rapidly to N.E. and now lies to the East of Hokkaido.

Pressure has increased moderately along the coast of China to Amoy, and considerably over the Yangtze Valley, which is now covered by an anti-cyclone.

A typhoon has formed to the East of the Visayas.

The monsoon will be strong along the E. coast of China and fresh over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District Forecast.

• Hongkong & Neighbourhood

Formosa Channel ... N.E. gale.

South coast of China between ... The same as Hongkong and Lamook.

South coast of China between ... No. 1. N.E. winds, moderate.

Hongkong and Hainan ... N.W. winds, fresh; fine.

CHURCH SERVICES.

UNION CHURCH, Kennedy Road, Presbyter. Rev. C. H. Hickling, 11 a.m. Worship.

Hymns, 14, 40 and 269; Chant, Anthem, Subject, "Individual Character and Public Opinion." 4 p.m., Children's Service, 6 p.m., Worship. Hymns 133, 238, 290, 52 and 365.

"A Picture Sermon."

ST. JOHN'S CATHEDRAL, Hongkong, 3rd November, 22nd Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11.00 a.m.).

(Full Choir) Responses, Ferial; Venite, Russell; Psalms, of the 3rd morning; Te Deum, Gadsby; in G; Inlute, Ayton in E; Anthem, "Blessed be the God and Father."

Wesley, Holy Communion (11.45 a.m.). Kyrie, Gadsby in C; Hymns 250, 428. N.B.—Psalms 14, verses 1, 2, and 7 in unison; Psalm 16, verses 1, 6, 9, and 16 in unison; Psalm 17, verses 1, 5, 13, and 16 in unison. Erensong (5.45 p.m.).

Responses, Ferial; Psalms, of the 3rd evening (11); Magnificat, Goss (10th evening); Nunc Dimittis, Monk (10th morning); Hymns, 217, 240 and 437.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4200	J. Miller	Manila, Mangasin, Iloilo and Cebu	On 7th Nov., 4 p.m.
ZAFIRO ...	4000	Cross	Manila, Mangasin, Iloilo and Cebu	On 16th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 26th October, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMSHIP	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	16,000	"PRINZ E. FRIEDRICH," Capt. E. MALCHOW, 13th Nov., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ...	20,300	"PRINCESS ALICE," Capt. L. FRANCK, About Wed'ay, 13th Nov.
MANILA, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	6,750	"COBLENZ," Capt. L. KLUGKIST, Saturday, 2nd Nov., at 5 p.m.

KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. LENZ, 6,000	About Tuesday, 12th Nov.
KUDAT and SANDAKAN ...	"BOERNEO," Capt. F. SMILL, 5,000	Wed'ay, 6th Nov., at 9 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st November, 1912.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN" ...	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" ...	21,000	ON FEBRUARY 19TH.
"DERFFLINGER" ...	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" ...	16,000	ON MARCH 19TH.
"YORCK" ...	17,000	ON APRIL 1ST.
"PRINCESS ALICE" ...	20,300	ON APRIL 16TH.
"LUETZOW" ...	17,300	ON APRIL 29TH.

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Capt. D. Macfadyen, will be despatched for SHANGHAI, KOBE and MOJI on 4th Nov., at 10 a.m.

S.S. "JAPAN," 6,013 tons, Captain L. Y. Archdeacon, will be despatched to SHANGHAI, KOBE and MOJI on 8th Nov., at 1 p.m.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th Nov., at 1 p.m.

S.S. "ABRATON APCAR," 4,450 tons, Capt. E. F. Thomson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 9th Nov.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st November, 1912.

AGENTS.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEDZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.

S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at D'light.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice.

VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEDZ AND PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above on 1st November.

FIUME and VENICE VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, ETC.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.

S.S. "PERIA," 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 30th October, 1912.

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SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 17th Nov.

KOBE and MOJI ...

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co.,

YORK BUILDINGS, TOP FLOOR.

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TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

